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OCTOBER 1976

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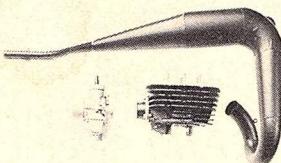
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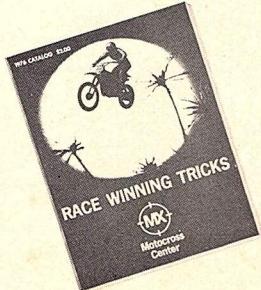


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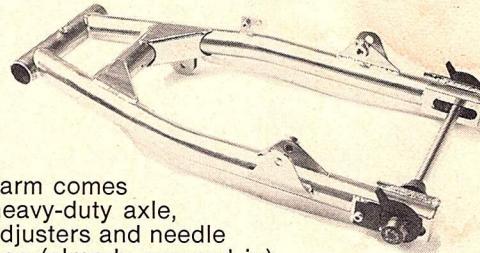


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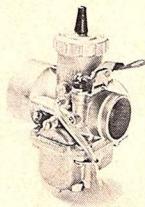
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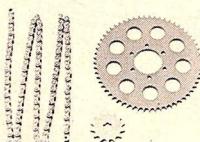


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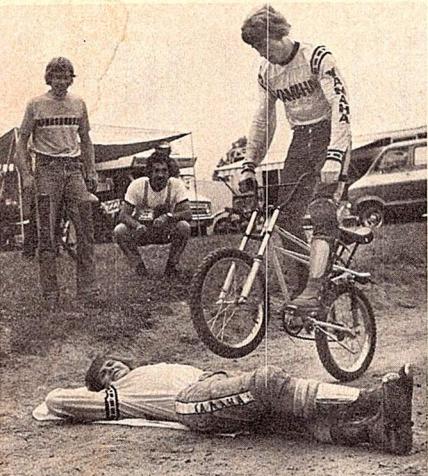
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500 NATIONALS



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SMITH GETS TRUCKED



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MOTOCROSS ACTION MAGAZINE

VOLUME FOUR
NUMBER TEN
OCTOBER 1976

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It's got power in spades and is the best steering open class bike we've ever tested

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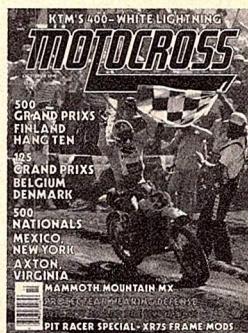
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COVER: Gerrit Wolsink raises his hands in jubilation as he gets the win and the checkered flag from starter Butch Lee at the USGP in Carlsbad. Photo by Marcia Holley.

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on the mainjet

by **dick miller**

It was a few weeks ago when I received a call from a concerned reader who wanted to give me the inside scoop on how Suzuki was ripping off their buyers. The week before it was someone about Honda and the week before that it was Yamaha and Bultaco. In fact, hardly a week goes by without someone calling us about how they are getting ripped off by a manufacturer, be it Husqvarna, Maico or whomever.

The most common complaint is one of engine breakage and most often concerns the lower end (crankshaft), rod breakage and seizures. Instead of calling us, some of the irate owners of broken bikes write us detailed letters relating the complete history of the trouble with their particular motorcycle. Most of these letters are Xeroxed (copied) — which leads us to believe that MOTOCROSS ACTION is not the exclusive recipient of the letter. This is usually verified later when several editors are at some press function and one will ask if anyone else got the letter from so and so about brand X bike. More often than not nearly everyone verifies having received a similar letter and it usually was deposited in the circular file. First of all, most of us take offense at, or at least pay very little attention to, someone sending us something that is Xeroxed with the only addition to the letter being our name. It's much like a guy trying to hit the bull's-eye on a target, and instead of taking a chance on missing with a pistol he uses a shotgun to guarantee the results.

This person is obviously upset with his product and wants us to make an example of it for him. Instead of taking a chance writing one magazine to help fight his cause, he has copies made of his original and sends them to anyone and everyone who can possibly get involved — hoping that at least one will. I often wonder who gets the original and where we are on the list of this person's priorities. Of course I wouldn't know if it's a

mass mailing of a gripe when we receive a bitch letter if it's not an obvious duplicate, so maybe we do receive some of the originals. In any event, I feel that if a person doesn't want to spend his personal time rewriting something that is so important to him, it doesn't deserve our personal involvement.

I have followed up on some complaints or difficulties that readers have had and have found that most of the time the problem is one of negligence or a lack of understanding by the person who is complaining. I can sympathize with his problem, but if he is responsible for his own troubles there is no sense in carrying it further. Many times the distributor takes the blame for the poor tact or uncooperation of a dealer in handling a customer's problems. In situations like these the consumer doesn't know what to do, since his immediate source, the dealer, won't give him the satisfaction he so desperately wants. Since the distributors aren't as easily accessible, the frustrated — and usually angry — consumer turns to anyone who can throw some heat to help his cause.

If you wonder why we sometimes become unsympathetic in such a situation, it's because we usually don't get the whole story from the person complaining. Many of the times I've gotten involved regarding the gripe of a consumer I ended up finding out that the person complaining hadn't followed the dealer or distributor's instructions regarding the operation of the product, and more often than not he fully abused it. When the guy with the grievance tells me that he only fell once and the frame broke in half he "forgets" to mention that the bike dropped about a hundred feet down the side of a mountain before it hit the ground. It's little details like this which make us wary of becoming involved in the consumer/distrib-

utor argument.

More than once we've printed the gripe of a consumer about the problems he's experienced with a certain dealer, only to later receive a pleading letter from the same person asking for a retraction after the dealer took care of the problem only to have the gripe come out in print. Now the dealer is upset and doesn't want anything to do with the customer anymore and the customer can't get anyone to work on his bike.

Referring back to the irate reader and his broken Suzuki, I had an opportunity to question Rom Lovil, Suzuki's PR manager, about this particular complaint.

When I asked if he was aware of it, he said that he was and that he had his warranty people checking it out. He asked me what I knew about the situation, and then gave me his information on it — which once again turned out to be a lot more than the irate reader had related to me. He also brought up a legitimate problem which I hadn't given much thought to, until now.

The factory and distributors have been besieged by the consumer to give them a full-blown factory-type motocross racer as a production item that is available to the average buyer. Everyone wants more power and faster racing machines, so Suzuki and a few of the other manufacturers finally started to give in to the consumer's wants — only to find themselves between a rock and a hard spot after doing so.

There was and is a very good reason why the manufacturers previously built bikes less powerful than possible as production models. It's called reliability. A highly tuned racing engine and equivalent lightweight chassis is a fragile item and is subject to a lot more breakage than the production machine that we had previously become accustomed to. What is happening to the manufacturers who have given in to the whims of their customers is almost predictable. These same buyers who complained about having slow production racers, and now have obtained their newer, faster and highly competitive replacements, are giving them the same lack of attention and maintenance. Most

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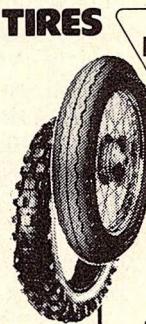
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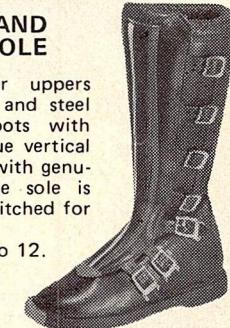
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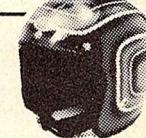
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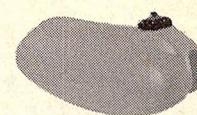
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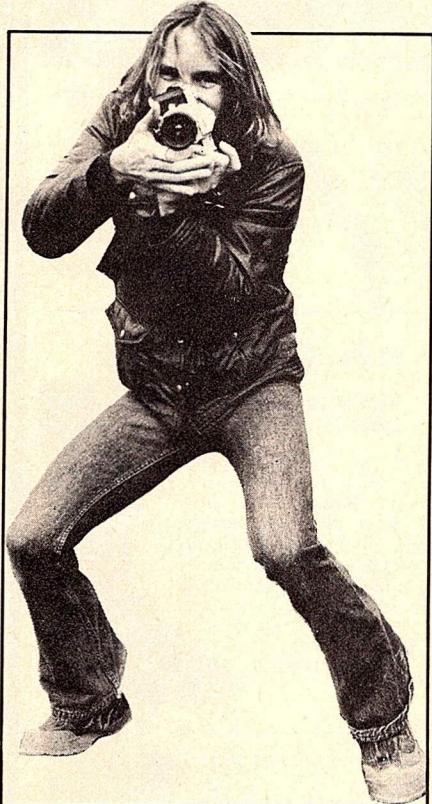
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bypaul boudreau

"Testing . . . testing . . . I just want to see if this is working. Can you hear me down there? Huh? Yeah? How about all you people in the infield, can you hear me? Wave if you can hear me. And you people up on the hill, can you hear me? Alright! Then I'd like to welcome you all to the first annual Hang Ten Mars-AMA Grand Prix of Motocross!"

It's 1982 and the Martians have finally landed. We'd discovered them first in 1977 when our lander scooped up one of them and jammed it into an onboard laboratory to be analyzed. It was sprayed with chemicals, bom-

barded with electrons and boiled... and thus the first contact was made with intelligent life from another world.

The second was made the next day when they parked one of their Earth-based hovercrafts on the east lawn of The White House and issued a request to the U.S. Government to stop sending chemical booby traps to Mars. It seemed the thing we scooped up was related to an important politician and after its experience had to be locked in a padded room.

The discovery of life on Mars, of course, opened whole new worlds of thought for science, philosophy and religion. But an even more startling discovery, that the Martians were into *motocross*, created a disturbing reality for every red-blooded American racer: Even though Brad Lackey had won the World Championship in 1979 and the focus of the sport was shifted from Europe to the United States, to this alien culture from another planet, we were still just a bunch of locals.

So, it came to pass — a Mars versus America Grand Prix. The promotion had been going on for weeks. Now it was race day and the announcer was warming up the crowd.

"Here we are, ladies and gentlemen, at the first interplanetary motocross — man against creature in a war of the worlds to determine the answer to the most burning question posed by the discovery of life on Mars: Who's faster? Them . . . or us."

"We have here with us in the tower this morning the leader of the Martian team, Szilyak Sandoz. Welcome to the planet Earth, Szilyak."

"Greetings, Earthling. We come in peace."

"You don't have to say that. We're friendly."

"Well, my Earth Travel Guide says to say that because some of you humans shoot first and ask questions later."

"You don't have to worry about that here in the good ol' U.S.A., Szilyak. Tell me, what are your achievements in Martian motocross?"

"I am the champion of the Yurles, number one on the Crysecleyus Plateau and president

of the Northern Pharnsyed M.C. On Mars you might say I'm 'The Man,' or 'The Thing,' depending on how you look at it."

"Yes, you're quite a strange looking creature. Green, of course, but you've got four feet, tentacles, a beak and a long neck crested with feathers."

"Only us boybs have feathers. The gurbles have bumps. That's how you tell the difference."

"Is that right? How do you like it here on Earth so far, Szilyak?"

"The climate is nice but the food is outrageous. We've had to eat nothing but raw onions for the past two days."

"What's the matter, does our food make you sick?"

"No, but it completely freaks us out! The chemicals in your food, they alter the nucleoids in our narsmuzz. One of our mechanics ate something called a Koo Koo the other day and we had to tie him up for nine hours."

"Wow. Better stay away from Dr. Pepper, too. In your long journey from Mars did you experience any difficulties?"

"No, the team came down by time warp but we *shipped* the bikes and, wouldn't you know, everything got screwed up in New York. Your customs humans wouldn't release the crates unless we signed the papers, but none of us could operate a ball-point pen and every time we tried to use a resnydger, the papers would explode."

"But you made it. You're here now and your team has been testing the bikes all week. Tell me, Szilyak, how do your bikes differ from ours?"

"Well, we have 14-inch laser beam suspensions, gyroscopic attitude correction, rear-mounted energy synthesizers and four footpegs. Yours go *boing boing boing*, and ours go *hummmmm*."

"What was the biggest problem you had getting them ready for the race?"

"Jetting. We've finally determined our synthesizers will run best on straight Southern California air. You Earthlings are really heavy into hard chemicals, aren't you?"

"I never thought of it that way. You looked during practice like you were having some troubles with your bikes. Could you tell us about

it?"

"Yes. The knobs on our tires kept dissolving in the mud. What do you humans put in your water?"

"Nothing, it's just city water. Szilyak, I've often wondered why the Martians waited so long before communicating with us. Could you fill us in?"

"Actually we've been in touch with Earth longer than you think. A company in Phoobynk has had a secret contract with Preston Petty for years to manufacture special grips to fit tentacles."

"Speaking of tentacles, Szilyak, you've got one of yours on my shoulder."

"Oh! Sorry about that. I forgot you Earthlings have that hang-up."

"That's quite all right. Is there anything you don't like about us?"

"Frankly, if I hear one more 'Take Me To Your Leader Joke,' I'm going to dryptynk in my winklehup."

"You are unquestionably the strangest creatures ever to race motocross. Do you wear any special equipment when you race?"

"We wear the regular stuff: beak

guards, feather shields, two pairs of boots and gajambie protectors. I hit my gajambies against the tank once and I couldn't gurbletoot for a week."

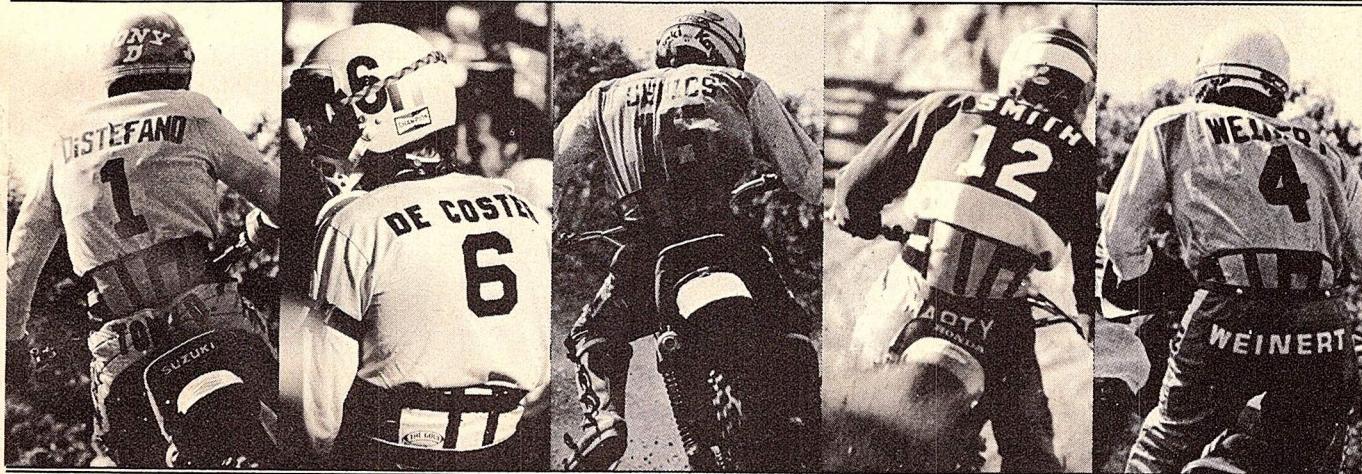
"Alright! Szilyak Sandoz, Champion of Mars, leader of the Martian team in this first Mars-AMA Grand Prix: Your team is up against the best American riders, Lackey, Pomeroy, Weinert, DiStefano, Smith, Kudalski . . . who do you think is going to win?"

"The promoter. He's charging \$27 for tickets and \$2 for dried-up hot dogs that make me hallucinate."

"Thank you very much and good luck to you, Szilyak Sandoz of Mars. May the best man, or thing, win. Alright! They'll be lining up and starting their engines and activating their energy synthesizers in just about five minutes. We'll have the playing of our National Anthem, but first! Ladies and gentlemen, I'd like you all to please stand for the playing of the *Martian National Anthem . . .*"

"Camptown ladies sing dat song,
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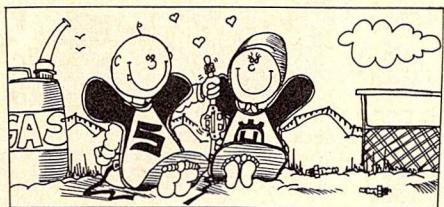
original. That something is The Gold Belt quality. Don't take anything less. Look for this label at your dealer, or ask him to order it. It's the best. You deserve it.

dirt

by holbert holquist

SIN BINS

Popular Mechanics magazine reports in its June issue that 42 percent of all van owners have beds in the back of their units.



BABIES EVERYWHERE

Laurie and Roger DeCoster announced the long-awaited arrival of their first child, an eight and a half pound boy. Nigel Adams DeCoster was born on Saturday, June 26, at 8:26 p.m., in Santa Barbara, California. Mrs. DeCoster's hometown. The proud father was in Belgium at the time of the blessed event seeking his fifth World Championship.

In an unrelated occurrence, America's leading motocross couple, Lori and Brad Lackey, welcomed their first child, a girl, into the world on July 9 in Pinole, California. Thus, in true American soap opera tradition, everybody's probably wondering when the new princess, Lia Elizabeth, will get together with the new prince. What a story!

* * *

WHEN YOU'RE HOT . . .

Gerrit Wolsink, after blistering the U.S. Grand Prix, came back the following week to destroy the same field in the Canadian round of the 500cc World Championship. The Dutch dentist stretched a lead over his teammate Roger DeCoster in the first moto from five seconds early in the race to 43 seconds by

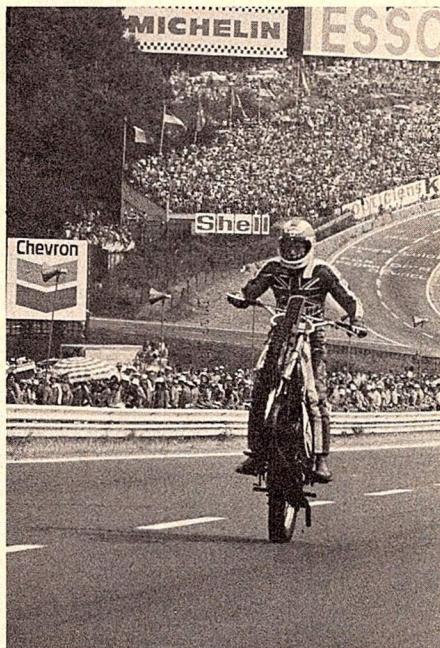
the finish. DeCoster again was not riding well in the second heat and finally retired, allowing Wolsink another romp to the finish. Brad Lackey replayed his Carlsbad race with a second overall and Belgian Jaak van Velthoven finished third.

* * *

AMA MITOSIS

The American Motorcycle Association is planning to divide its organization into two distinct operations. One will concern itself with professional competition and the other will cover amateur activities, presumably everything in the world of motorcycling other than professional competition. This raises the numbing possibility that a promoter putting on a combined amateur and professional race will have to deal with not one but two entangling bureaucracies to procure a sanction.

* * *



THE WHEELIE LIVES

Dave Taylor of England, sponsored by Yamaha and Champion Spark Plugs, successfully wheelied around the 14-km (8.7-mile) Spa road race circuit prior to the Belgian Grand Prix. Taylor said he had the most difficulty in the final hairpin turn before the finish.

* * *

BRITISH 500 GP

Roger DeCoster finally won an overall after a two-week dry spell but without the all-important moto wins he needs to clinch his fifth World Championship. A second

and a third did the trick for Roger as teammates Graham Noyce, on his home track, and Adolf Weil shared moto wins. Gerrit Wolsink, finally cooling off after his North American sweep, scored a second in the first moto and didn't figure in the second. American entries Brad Lackey and Tony DiStefano failed to score points at the July 4th GP. With four motos remaining in the World Championship, Wolsink could still snatch the title from DeCoster.

* * *

RUSSIAN WINS BRITISH 250 GP

Former World Champion Guenady Moiseev of the Soviet Union hosed down the entire field both motos on his factory KTM to take a decisive overall win at the 250cc World Championship in England. Reigning World Champion Harry Everts of Belgium was second overall on a Puch and Antonin Babarovsky from Czechoslovakia was third on a CZ. Jim Pomeroy, the American riding for the Spanish Bultaco factory, crashed in the first moto while challenging Moiseev for the lead. He finished fifth in that heat but was unable to compete in the second moto due to an injured shoulder.

* * *



ONLY WAY TO FLY

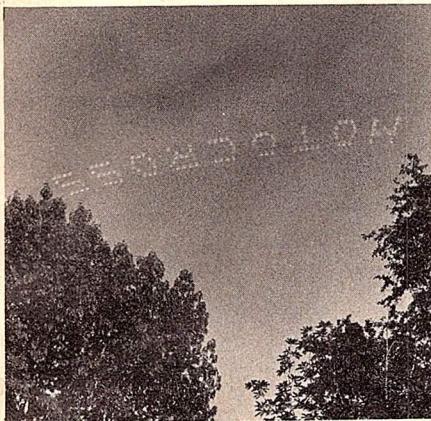
This Dodge truck was specially outfitted by Bill Record of AfroTrek, Ltd., to support a group of 12 cyclists riding Honda XL250s on a three-month tour through Africa. Covering 7900 miles, the bikers will visit Morocco, Algeria, Niger, Central African Republic, Zaire, Tanzania and Kenya, if they don't change their names before the group arrives. Photo courtesy of Atlantic Container Line.

* * *

GASTON CLINCHES TITLE
Gaston Rahier of Belgium

clinched his second consecutive 125cc World Championship by winning the first moto of the French Grand Prix. With his title safely in hand, Rahier cruised his factory RA76 Suzuki through the second moto, allowing Zdenek Velky of Czechoslovakia the overall win, followed by Anatoly Khudiakov of the Soviet Union and Roger Harvey of Great Britain.

* * *



* * *

MOTORCYCLE MECHANICS SCHOOL

We'd like to point out to our readers that the Michigan Career Institute, 14486 Gratiot Ave., Detroit, Michigan 48205, is an advanced mechanic training facility that is licensed by the Michigan State Board of Education and is one of the five technical institutes in America that is accredited to do motorcycle training.

* * *

MAICO FACTORY TAKES OVER

Mr. Otto Maisch, president of Maico Fahrzeugfabrik GMBH, Germany, and Frank Cooper of Cooper Motors, Burbank, California, have agreed to transfer western U.S. distribution rights to Maico West, Inc., a company owned and controlled by the German Maico factory. Eckart Schorn, a Maico executive, has been named president and general manager of the new Maico distribution center.

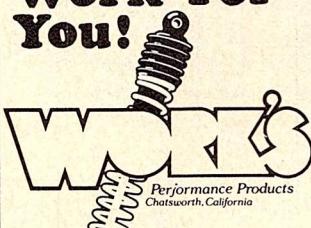
* * *

CYCLE WORLD BREAKS RECORDS

In their first public communication to the press since the Saddleback Trans-AMA, *Cycle World*

Continued on page 15

Let Your Suspension Work For You!

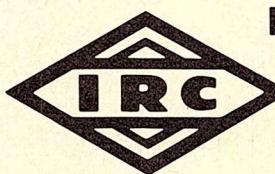


\$114.50

Bolt on a set of our rebuildable shocks—get the performance you bought that new bike for. Our shocks are built to last. That's why we use only the finest materials, finned aluminum body, integral steel cylinder, stainless steel billet shaft, chrome-silicon steel springs, unique progressive valving, (pat. pend.).

Available for most applications including these '76 models — Maico's, Yamaha TT and XT500, Suzuki RM125, 250 and 370. Check your local dealer or write for information.

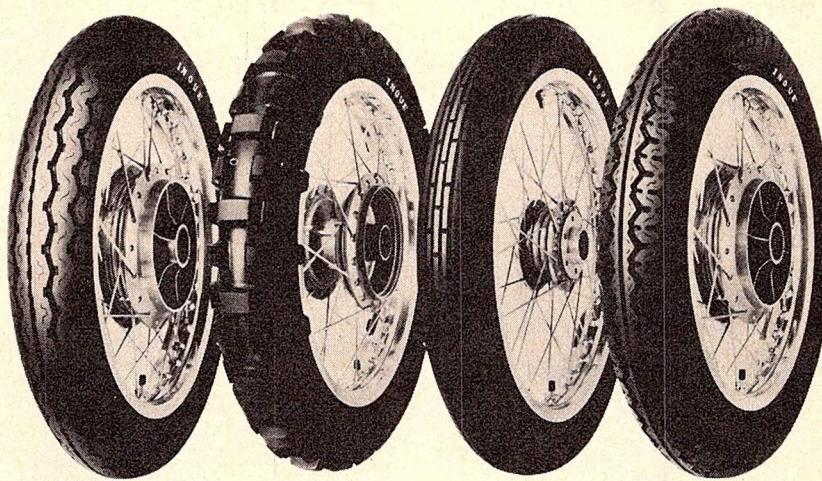
20970 Knapp Street, Dept. MX Chatsworth, Cal. 91311



Tires,

the only thing between you
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Be sure you're riding on IRC. Suzuki, Honda and Yamaha know,
they choose IRC as original equipment!



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4.60H18, 5.10H18,
3.60H19, 4.10H19

MOTOCROSS THE GRIPPERS

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HIGH SPEED FRONT

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Top-Line West, Inc.
Gardena, Ca.

Top-Line South, Inc.
Houston, Tx.

Hahn Cycle Supply
Co., Inc.
Sacramento, Ca.

Ed Tucker,
Distributor
Dallas, Tx.

Cycle Parts
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Performance
Products, Inc.
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Quick Service
Distributors
McHenry, Ill.

Action
Accessories, Ltd.
London, Ont.

INOUE RUBBER INTERNATIONAL CO., LTD.



DIVISION

mail entries

SUPERCROSS

Dear MXA:

Your Supercross Series report from Texas by Pete Szilagyi was outstanding. It's always good to hear from the old Hungarian, founder of MXA, no matter how he pronounces his name.

Peter Balentine
Wichita, Kansas

Dear MXA:

Szilagyi's writing talents make you guys read like you got your journalism experience at the Safeway.

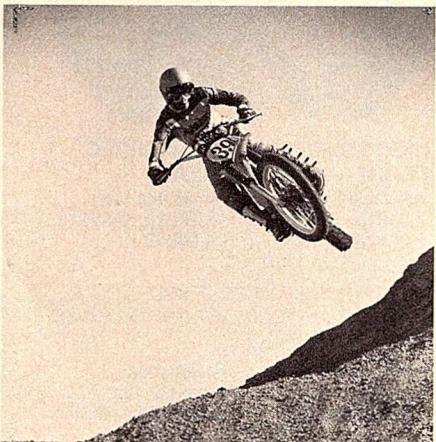
Bill Hardy
Santa Monica,
California

(*May a zebra with fleas spend the night in your Torsten Hallmans.* — ed.)

YZ400 TEST

Dear MXA:

I read your magazine every month and almost always see a picture of somebody impossibly crossed up ten feet in the air, but the lead photo of your July Yamaha YZ400 test wins the prize.



There is absolutely no way anyone could ever come out of that without breaking his neck.

Andy Waddell,
Middleville,
Missouri

(*Look closely. He's held up by wires.* — ed.)

10

Dear MXA:

Boy, you guys are a bunch of wimps. First you get on a light, responsive bike like the Ossa 250 Phantom and it spits your staff off like a mouthful of watermelon seeds. Then you get on a heavy-duty he-man machine like the Yamaha YZ400C and you complain because it won't turn at a flick of your soggy wrists. What is it you're looking for?

Robert Sims
Albany, New York

(*The ultimate downhill.* — ed.)

Dear MXA:

After reading your test on the Yamaha YZ400C, the first thought that came to my mind is, what happens to those air pressure canisters on top of the hydro-pneumatic forks when you endo?

Dana Bertowski
Otis AFB,
Massachusetts

(*Endo a Yamaha?* — ed.)

MISS HANG TEN



Dear MXA:

Your picture of Miss Hang Ten in the July issue is super. I showed my friends and they all flipped. Let's see more pictures like that one.

Jake Spangler
Somerset,
Pennsylvania

Dear MXA:

I noticed that Miss Hang Ten's T-shirt has the hang where the Hang is. I dig foxies like her.

The Big K
Radford, Virginia

(*Easy, Big K, your gender is showing.* — ed.)

Dear MXA:

I'd like to see Miss Hang Ten hang ten on my Elsie! By the way, what's her address?

Greg "Z"
Clio, Michigan

(*Back, Greg. Send your cards and mash notes to: Miss Hang Ten, c/o Hang Ten International, 751 7th Ave., San Diego, California 92112. Mention MXA so she'll know you're cool.* — ed.)

GIRLS GO FOR SMITH

Dear MXA:

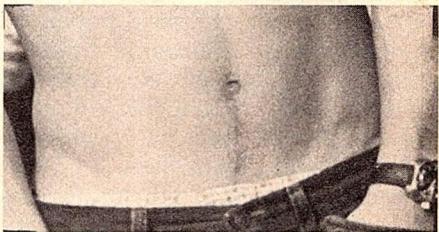
I don't care what anybody says about Marty Smith. I think he has a super body and terrific style. I love ya, Marty.

Kimbo Newman
Madeira Beach,
Florida

Dear MXA:

Would you please print a picture of Marty Smith and his bellybutton? I love your mag but I have never seen his bellybutton. Please print it because after my boyfriend sees this he'll disown me and I want to get something out of this.

Patty
San Diego,
California



(*You girls are all alike. All you think about is bellybuttons, bellybuttons, bellybuttons.* — ed.)

Dear MXA:

I am a dedicated Marty Smith fan and I have so many pictures of him on my wall, it looks like wallpaper. My cousin says his

Continued on page 67

MOTOCROSS/OCTOBER 1976

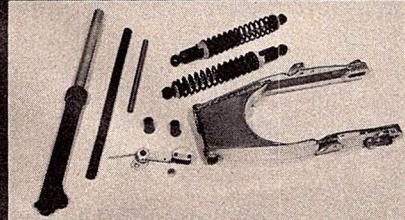
AL BAKER RM's Get it together,



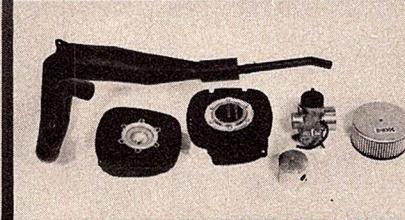
RM125A \$1585.00
 RM250 \$1885.00
 RM370 \$1985.00

or get the parts.

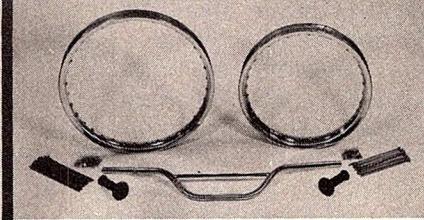
SUSPENSION



ENGINE



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- Anti-Ping Treatment (optional) . . \$25.00
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- Chrome Moly Baker Bars (hard chrome finish) 4½" or 5½" rise. . . . \$19.95
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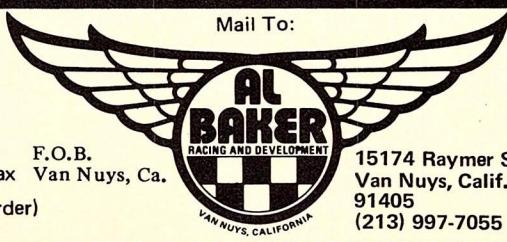
Add \$2.50 for shipping (except catalog)

CA residents add 6% sales tax

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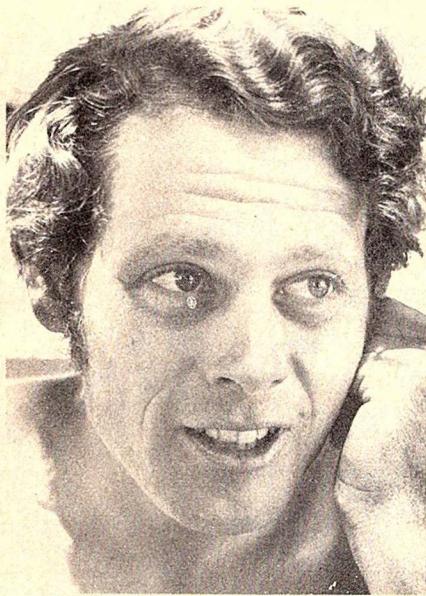
Enclosed is my certified check money order for \$ _____ (total of order)

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91405
(213) 997-7055

wing nut



by al baker

These letters are real and so are the answers and opinions expressed by Baker, which incidentally are subject to change at any time or in the near future. (ed.)

RM250 TIPS

I am the lucky owner of an RM250 and have some cures and questions about it. The fork seals started leaking after I bought it. When I took it in to Clark Suzuki I had them put on new fork seals and D.G. fork boots. This cured it and is cheaper than replacing fork seals every two months. Another thing is the cheap motor mount bolts. Mine would snap or fall off eventually. This caused a cracked frame. The best way to go is to go to a farm equipment shop or aircraft surplus and get hardened, fine thread American bolts. It's cheaper and a lot better.

Where can I get a quarter-turn throttle? Also, if I put your fork kit on, can I put on longer shocks to keep the same geometry? What is the best replacement swingarm to buy? Your mag is number one and I want to give special thanks to Clark Suzuki and Jerry Collier.

Clark's has always fixed my bike and Jerry is the sales manager. Jerry is a 125 pro who has been helping me with racing. Thanks a bunch.

Mark Ohlstrom
Kingsburg,
California

I'm glad to hear you've purchased an RM250, as I believe it's one of the most advanced motocross machines available. Don't let your leaky seals distress your feelings about the machine, ours did the same leak trip when we received it. Just smooth off the little sand and rock pits after each ride, or even each moto.

One mistake I think you've made is that you've restricted your fork travel by installing fork boots. Your fork sliders travel so far up your tubes that when they bottom out there's absolutely no room for a fork boot. In your case, your forks are only receiving 5½ to 6½ inches of travel with fork boots when your stock forks are capable of eight inches. I'd recommend shaping that first.

You mentioned our long travel fork kit. Your geometry will not be changed enough, so you'd have to correct for it with longer shocks. I feel the bike sits high enough now. Fork boots would be an absolute mistake with our long travel kit.

You've made an excellent decision when installing the hardened American motor mount bolts — I recommend it to all RM owners. Keeping your motor mount bolts tight is very important, as a frame will crack almost immediately once they loosen or fall out.

I have no idea where you can find a throttle that turns quicker than the one you have. You must remember that you've got a 36mm carburetor in which the slide has a long way to travel before fully open. I've always found that a throttle like yours lets you control the pipey power a bit better. When it comes to swingarms, I've got to say that the Cross-Up swingarm is about the nicest, most well constructed alloy arm I've seen. I have not personally tested one yet but from what I've seen it would be about your best investment. Cost is \$130.

BEGINNERS CAN'T AFFORD MISTAKES

In your opinion, what would be the best 125 for a beginner to use? You know, a friendly powerband and suspension that doesn't need to be going WFO to work. I have access to Honda, Can-Am, Suzuki, Yamaha and Bultaco bikes. Is there a way to broaden the powerband of the new Honda? Even one like my old Elsinore would be good.

Also, what do you think about a four-stroke racer? I realize an XL125 would need extensive engine work and suspension mods (or replacement), but would a new frame be necessary? If so, who makes them? I could get a Curtis frame, but they don't make one for a 125 four-stroke. Thanks for listening.

Brad Dietrich
Port Alberni, B.C.,
Canada

If you'll remember back, earlier this year we stated in the CR125M2 Road Test that the Honda was designed for Experts only. The powerband and suspension require a quick and experienced rider. If a beginner can ride the CR125M2 fast enough and not make any mistakes, he's no longer a beginner. An engine modification to increase the torque on the CR125M2 would be virtually impossible and much too costly for a beginner like yourself. A point I try to express to beginners is that they don't need the excessive maintenance the Yamaha or even the Bultaco may require. A beginner needs to spend more time on the bike than working on it. Now I think you should be deciding on one of the two motocross bikes on your list. The Suzuki I feel is a machine also designed for an expert, but at the same time it has beautiful features allowing an experienced beginner to make mistakes and recover quickly. Its suspension offers such long travel that a beginner can easily absorb terrain at the speed he rides. As time and experience add up, so will the travel he needs. The Suzuki motor offers the reed induction system, which I feel is an advanced intake system most other manufacturers will soon revert to. From dyno comparisons we've made I don't feel you could

purchase a more powerful, dependable or versatile 125. Living in Canada and having access to a fine domestic Can-Am, you may think twice about purchasing a foreign motorcycle. The Can-Am may be priced better, the availability and prices of parts could be better and you may be happier with the pulling power the Bombardier engine delivers. The comfort and steering of the Can-Am I enjoyed; the suspension was the only drawback in the production bike. The forks felt a bit stiff but bottomed often. The rear shocks were stiff on damping until they warmed up, and then I felt they were still over-sprung. The Can-Am has an excellent powerplant and chassis, but the suspension in front will need some work and the rear shocks should be replaced. If you're considering a 125 four-stroke motocrosser like the XL125 — don't. The effort and work required to build a four-stroke racer that would compete with the latest two-strokes would be an endless job. Let the factories do that, a privateer doesn't have the knowledge or funds.

DIFFERENT STROKES FOR DIFFERENT FOLKS

I am 15 years old and I have an MX-76 Indian. I was wondering if I could put a low pipe D.G. Tiger torquer on it. If it doesn't fit, what other good brand would? It fits an XR75, SI70 and XL70. And I would appreciate the information.

Craig Ireland
Sturgis, Michigan

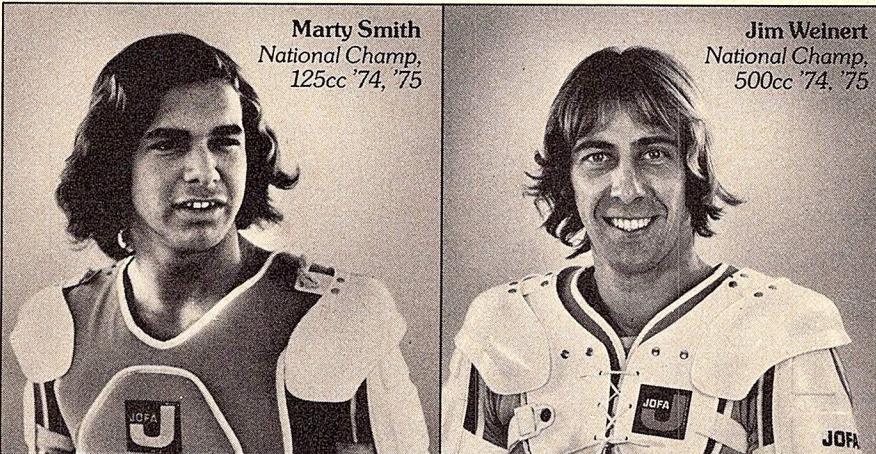
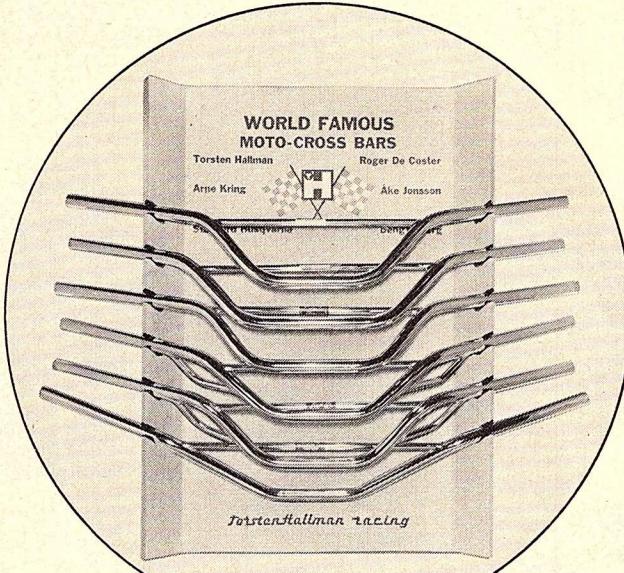
There's no way a Tiger torquer is going to work on your Indian, unless of course the company you purchase it from also will supply you with an intake and exhaust valve. The Tiger torquer falls under the category of a four-stroke pipe. A four-stroke is an engine designed to run off valve timing, regulated by a cam. They run off straight gas and circulate oil through the engine for lubrication. Your Indian

Continued on page 68

NEW HALLMAN HANDLEBARS Now the rider may select handlebars to match individual riding requirements and style. There's a whole new line, developed from race experience. Six styles...Torsten Hallman bend, Roger DeCoster, Ake Jonsson, Husqvarna, Bengt Aberg and Arne Kring bends. Latter two are double braced. Super light and super strong. # 4130 chromemoly. Heat treated and certified to Rockwell C42. Plated a bright gold. 1976 catalog \$1.00. Dealers request on letterhead.

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whips

little things about people who make motocross neat

DON RAKE



Eighteen years ago Don Rake went to Mammoth Lakes, California, to work as a carpenter for the summer. He fell in love with the place and never went home. Now, in order to share his mountain wonderland and its potential for fine motocross riding with his fellow racers, Don produces and directs the annual Mammoth Mountain Motocross. As president of the Mammoth Mountain Motorcycle Club, he is responsible for the whole shebang. Ask anybody who has ever gone to a Mammoth motocross and they will tell you what a truly excellent experience it is.

Rake and the MMMC tune the grueling natural terrain course to grand prix perfection. It is open a week prior to the race to allow early arrivals to practice, jet their bikes and adjust to the 7000-foot altitude, all free of charge.

A unique gravity-fed sprinkling system, two water trucks and a crew of able-bodied men and women armed with fire hoses keep the track ankle-deep in traction throughout the entire practice week and two days of racing.

Don is 46 years old, lives with his wife Pam, and, in the winter, is the outside area manager for Mammoth Mountain skiing. That means he's in charge of everything from avalanches to sitzmarks. Winter or summer, if you're having fun at Mammoth, chances are Don Rake had something to do with it.

GARY OGDEN



A question many Southern California pro motocrossers have been asking themselves lately is, "What makes Gary run?" Why the inquiry? Because Gary Ogden, an explosive 20-year-old performer from Escondido, California, has been running away with the big bills at the local cash races.

Ogden, relatively new to the sport with only three years of racing under his Gold Belt, attributes his success to good old-fashioned determination. "Those other guys may be faster or stronger, but I'm more determined," says Gary.

Gary came to the attention of local race watchers when he swept the Electro Helmet pro series and then went to work for U.S. Suzuki as Mark Blackwell's assistant at their motocross school. Now, sponsored by Electro and Basset Racing Products of Santa Ana, Gary is on the road learning the ropes at National Championship support races.

Like his predecessors Marty Smith and Bob Hannah, Gary rides with hard-driving style and rock-solid concentration. Backing up the combination is a body that won't quit. "I keep in shape by eating the right foods," says Gary. "Poached eggs, sea salt and Pride of the Farm cinnamon cookies!" That's all motocross needs: another Cookie Monster.

MIKE BELL



One of the memorable highlights of the 1974 Superbowl of Motocross in the Los Angeles Coliseum was the battle between two young teenagers for the High School Championships. Marty Smith won with Mike Bell a close second. That same year Mike became the Number One plate holder in CMC motocross, one of the strongest contingents of riders in the nation.

Mike is 18 now and works in the competition department of Long Beach Honda under the supervision of his dad, who is one of the foremost tuners of four-stroke motorcycles on the west coast.

Husky Motor Corp. is giving him private help on a 250 and Kelvin Franks, one of the honchos of CMC, is sponsoring him to a ride on a tricked-out 125 Honda.

At the Mammoth Mountain Motocross this year Mike won the Open class. He also established a record in night motocross riding a 125 with 13 consecutive wins between two different tracks among the likes of riders such as David Taylor, Tim Lunde, Bruce McDougal and Chuck Bowers.

Mike currently is riding his bicycle about 60 miles a week sandwiched between his racing and working at the shop. His competition doesn't think he needs the exercise. Watch him, he's another comer.

magazine has announced its highest first half ad revenues ever in the first six months of 1976. Hang in there, CW. Money, money . . .

* * *
EGGHEADS GETTING
INTO SPORT

The June and July issues of *Psychology Today* magazine contain some interesting insights into the mind and body of the athlete. The June article, "The Fun in Fun," by William Barry Furlong, investigates the phenomenon of "flow" and how it rewards the athlete. "When we get totally immersed in a sport or creative act," says Furlong, "we lose sense of time and the external world. Instead, we experience flow, the ecstatic feeling that everything is going just right."

In the July issue, "Body Thinking: Psychology for Olympic Champs," is an investigation by Richard M. Suinn on how some Olympic champions use visualization to increase their concentration and improve their performances. The athletes practice their next event by mental imagery, visualizing in their minds exactly what they are going to do. "Athletes feel their muscles in action as they rehearse their sport," says Suinn. "One professional skier who took the training actually moved his boots when skiing a slalom course in his mind."

* * *

HOME JOB IN CZECHO

The Czechoslovakian round of the 125cc World Championship went to hometown favorite Jiri Churavy on the CZ. He won both motos, with point leader Gaston Rahier of Belgium taking both seconds on a Suzuki. American challenger Marty Smith was not entered in the race.

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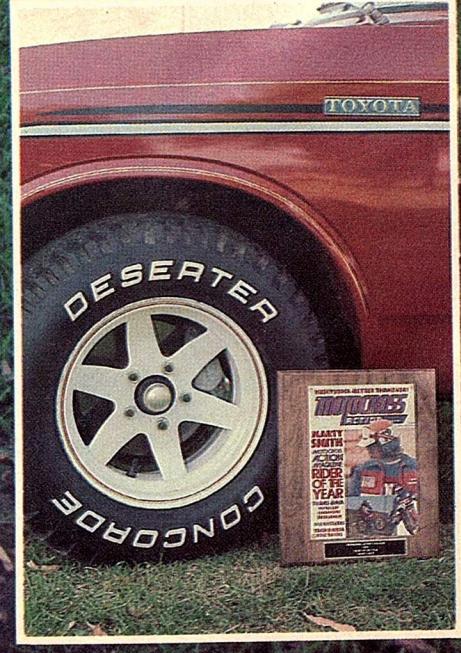
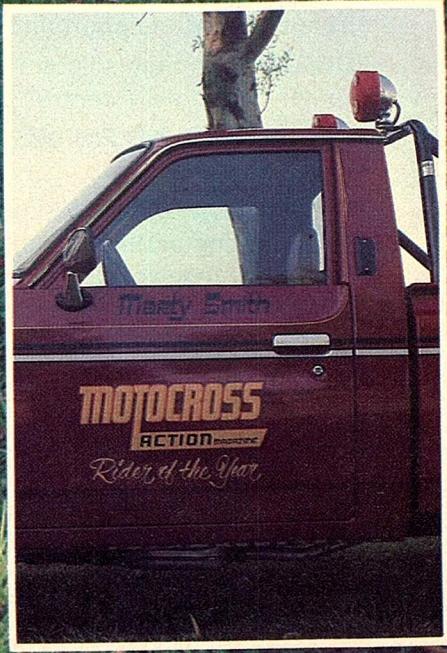
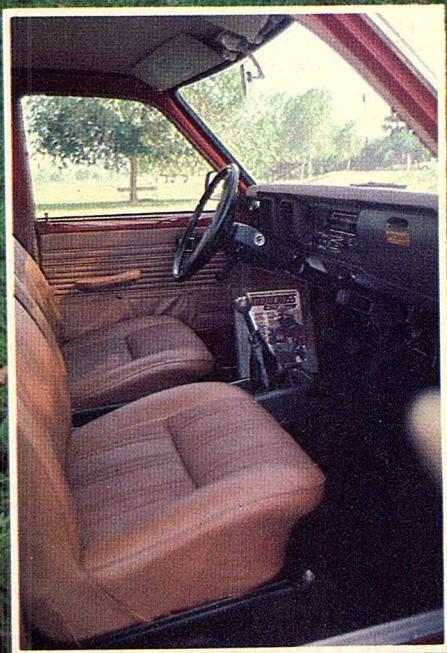
RUSSIAN ROOST CONTINUES

Vladimir Kavinov continued the Soviet domination of 250cc grand prix by winning the tenth round of World Championship competition in West Germany on a factory KTM. The two moto wins put Kavinov within 20 points of series leader Heikki Mikkola of Finland.

Wiseco's FMX. Forged for racing. The strongest, lightest piston available!

- **ENGINEERED** to provide the best possible path for combustion chamber heat transfer to cylinder walls.
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HUSKY 250CR-BETTER THAN EVER?

MOTOCROSS ACTION

MARTY SMITH
MOTOCROSS ACTION MAGAZINE RIDER OF THE YEAR

TRANS-AMA:

PUYALLUP
LIVERMORE
SADDLEBACK

MX HUSTLERS
TRICK BIKES &
BIKE TRICKS

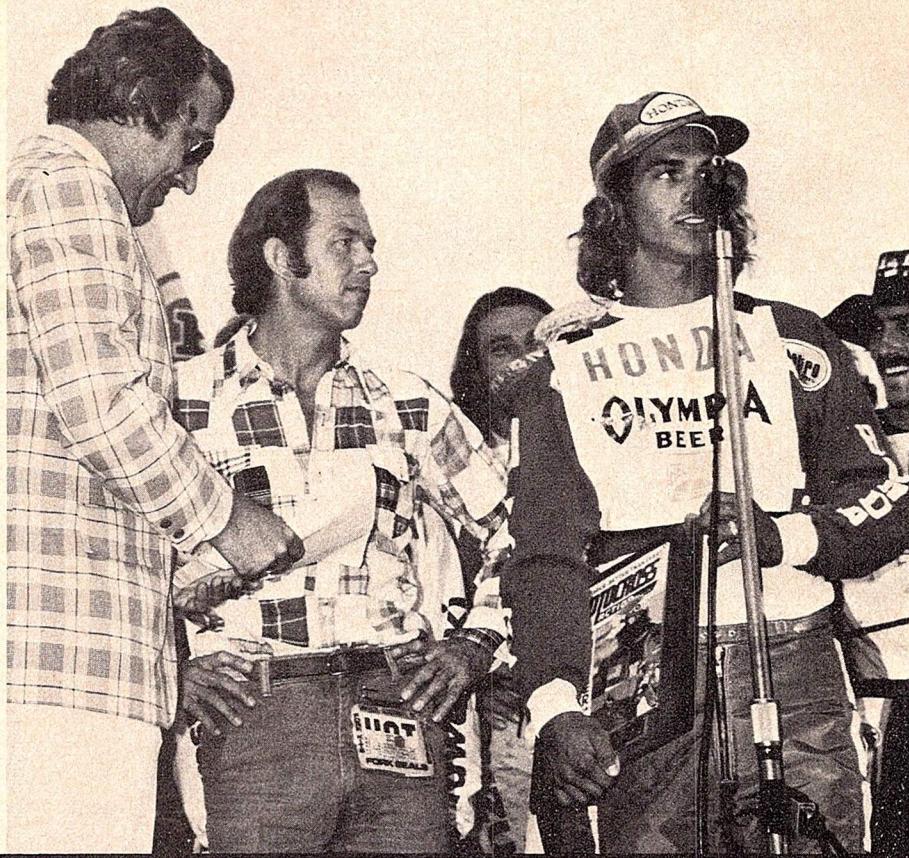


100

Marty Smith, the 1976 ROY Award winner voted by the readers of MOTOCROSS ACTION Magazine, received his new Toyota mini-truck award in front of an enthusiastic 65,000-plus crowd at the Superbowl of Motocross in the Los Angeles Coliseum.

The tricked-out Toyota SR5 longbed drew a lot of ooohs and aaahs from the riders and crowd but no more so than from Marty himself. He wanted to take it for a spin around the track but was deterred by the track personnel.

In order to make the ROY truck stand out, we decided to outfit it with some of the things we would like to have on it if we were receiving it.



PRESENTATION

Striping and lettering was taken care of by Moss in Van Nuys. We arranged for some of Tacoma Wheels' seven-inch-wide steel spoke wheels to which were added an extra red stripe to match the paint. After we received the wheels we contacted Concorde Rubber Co. for their tough six-ply F60-14 Deserters, the only on/off-road tire we know of for mini-trucks. Things really started to look good.

Next we talked to the people at House of Steel in Spring Valley, California. They make a very sano roll bar with light mount brackets,

a front bumper grille guard and a tough rolled steel rear bumper assembly that bolts right on the Toyota or any truck/van setup you have in mind. To this combination we added the KC Hi-Lights off-road racing lights to the roll bar brackets. These lights have a range of a mile and a half and are used on just about every off-road racer on four wheels. The KC fog lamps tucked into the front grille guard and were the final touch. It looked so good we didn't want to give it away. Marty seemed a little flabbergasted himself.

We'd like to thank all of you who participated in the award and sent in ballots. It was your choice and we thank you for making it.

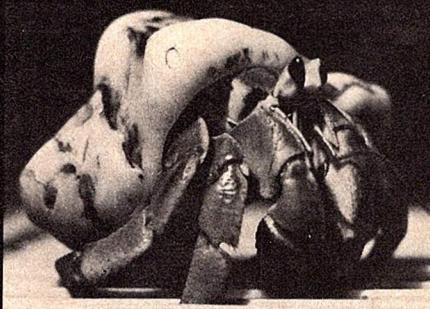
RIDER OF THE YEAR AWARD

tricks from the trade



RACERS ON TV

What is famous race car driver Johnny Rutherford so excited about? Another win? No, it's his new television series debuting soon called "The Racers." It'll be a weekly 30-minute show all about racers, mostly car, but some bike stars too. It'll be more in-depth than what we've seen before, and will not only concentrate on the race and the racer, but also on the pit crew, mechanics, family and friends. The races themselves will be filmed from different viewpoints too. When it comes on the air in your area, check it out, and to get a lot of motocross coverage, drop Syndicast Services, Inc. a line and let 'em know what you want to see. Their address is 919 Third Ave., New York, New York 10022.



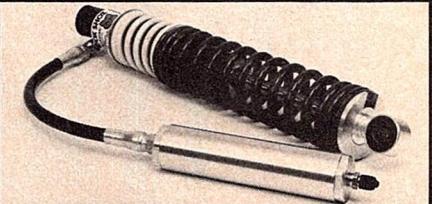
CRABS

Poor Buster has got the crabs, and now he wants to give them to you! He says they make swell pets 'cause they're clean, quiet and you can watch them change shells. Each comes with its own cage for \$3.98, from Buster's Crabs, Dept. MXA, P.O. Box 107, Goulds, Florida 33170.



DEZ TANK

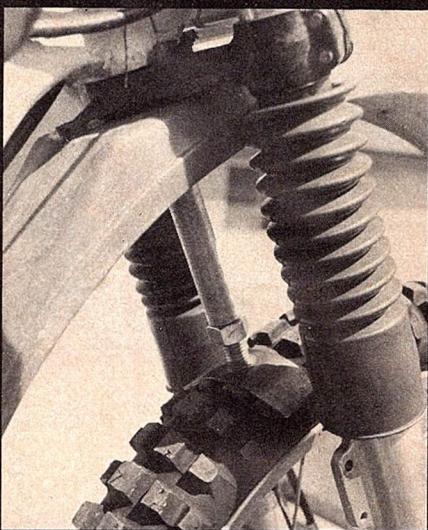
It happens even to the hardcore motocrosser — sooner or later you're going to want to take your race bike boonie-boppin' out in the dez, regardless of what your instincts tell you. When you do, a Don Vesco skinny-fat plastic tank can save you a long, long walk back to the truck. It holds up to 4.2 gallons (enough for five motos) and you can get one at any good dirt shop. Warning: Extended use may lead to difficulties in walking normally (just look at all those desert riders). Contact Don Vesco Products, Dept. MXA, 7936-C Lester Ave., Lemon Grove, California 92045 for the real hard sell.



FOX TRIX

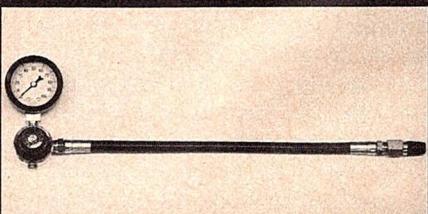
Moto-X Fox now offers these aluminum remote reservoirs. They adapt to all models of Fox Shox,

come with all the lines, fittings and instructions to make 'em work, and go for 50 bucks a set. And now, for the address . . . Moto-X Fox, Dept. MXA, 520 McGlinchey Lane, Campbell, California 95008.



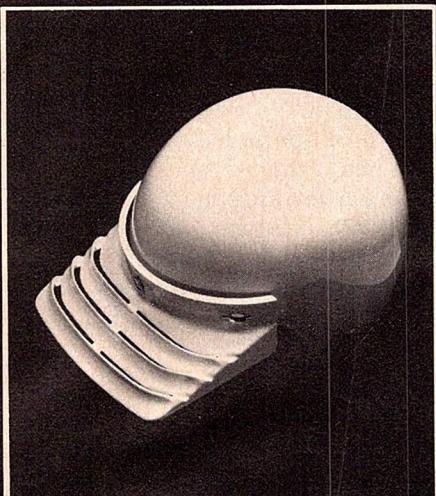
TIE-DOWN TECH

If you tie your bike down too tight the fork springs will slowly develop a sort of soft sag and droop; if you don't tie that sucker in there good enough it'll be flappin' around in the back of your truck or on the fast lane of the freeway. Oh, woe is me, what's a poor racer to do? Why, use fork keepers, of course, they use the air pressure of the tire, and save your forks for whippin' on the track. They're \$9.95 from Trick Distributing, Dept. MXA, P.O. Box 1711, Orange, California 92668.



INFLATION

Inflation is one of our country's major problems, but with Goki's new air fork inflating tool you no longer need to worry about it. Just set the dial to the desired amount of pressure, attach one end to an air compressor, the other to your air forks, and then just wait awhile for the pressure to equalize. The price is \$25.95 from Goki Manufacturing, Dept. MXA, 9525 Cozy-croft Ave., Unit F, Chatsworth, California 91311.



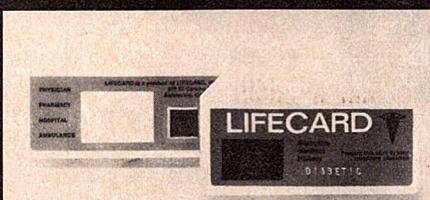
SUPER SPOILER

Perfect for monsoon-o-cross and other high-wind events, the all-new, totally improved Super Spoiler combines the latest in duckbill engineering and visor fashions, while the unique and highly tested airfoil design aerodynamically reduces wind drag and lift forces. In other words, it's shaped right and the slits won't make your head fly back when you're really moving. There should be a multi-colored assortment of the Super Spoilers at the shop down the street and they're \$4.95.



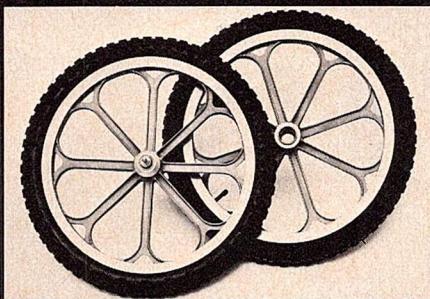
SAVE THOSE ROACHES

Any T-shirt freak wanting to add to his collection would love to get his hands on this, and the catalog ain't bad either. It contains 230 of Roach's unique color designs, and is full of all kinds of other T-shirt trickery. Best of all, it's FREEEEE! Just write to Roach Retail Catalog, Dept. MXA, 1285 Alum Creek Dr., Columbus, Ohio 43209.



LIFESAVER

Like your helmet and leathers, this small card comes in handy when you get off hard. Besides having your name, address, etc., a piece of microfilm contains your medical history and any other important information necessary when you'll really need it. It's only \$9.95, and will let you get the proper treatment without delay or problems. It's available from Lifecards, Dept. MXA, 970 W. El Camino Dr., Sunnyvale, California 94087.



MOTO-MAGS

The MX-80 aluminum alloy BMX wheel is the only one made with double-shielded precision bearings in the front wheel. Not only that, they come with a full-on 90-day guarantee, which means you can jump canyons, crush sidewalks and all-around thrash your bicycle, and if these rims bend, you get new ones. All the facts are waiting for you at Trans-American-West, Dept. MXA, 3303 F-1 Harbor Blvd., Costa Mesa, California 92626.



AM-MEX-MX

The new production Am-Mex 250 and 380 racers are the end result of the Don and Gary Jones/Islon effort. This is the 250. It features an offset axle, internal

cooled, 8½-inch travel front forks, adjustable fork crowns for a four-inch range in trail, track center-hub, double-leading-shoe brakes, snake pipe (downpipe is optional), a five-speed tranny, 38 Mikuni, and a CDI ignition mounted in the air box to stay dry. For more info on these MXers, write to Apache Dist., Dept. MXA, 20872 Currier Rd., Walnut, California 91789.



OH THE PAIN OF IT ALL

No matter how bad you eat it, you can always enjoy reading the action-packed pages of MXA. (It's also a good way to keep from drooling on your *Playboys*.) With Reading Ease you can lie there in any poundage of plaster and read without using your hands. Page-turning is performed with the tongue. If you have the strength to write a letter, you can get one for \$69.95 from Reading Ease, Dept. MXA, 3916 N. Paradise Rd., Flagstaff, Arizona 86001.



COOL HATS

These guys are no dummies, they know that for hot summer racing days, cool hats are cool 'cause they've got vents. The real boss thing, though, is that you can put your racing number, name, bike or whatever on the front. They come in a bunch of different color combos too. Be cool and send a sketch of what you want on the front, and \$6.25, to Original Racing Creations, Dept. MXA, P.O. Box 32906, San Antonio, Texas 78216.

The sixth round of World Championship competition in the 500cc class spent its day in Finland with Team Suzuki's Gerrit Wolsink of the Netherlands posting two strong performances to capture the overall victory and close to within four points of West Germany's Adolf Weil for second place in the standings.

The series leader, Roger DeCoster of Belgium, battled his way past front-runners Graham Noyce of Great Britain and Dutchman Frans Sigmans to win the second moto and move one step closer to an unprecedented fifth world title. A first turn pile-up in the first heat held DeCoster back and he was unable to do better than seventh.

With many of the top riders picking their bikes up in the first turn, American Brad Lackey used the open track to take the first moto lead with Pierre Karsmakers and Wolsink. Karsmakers' new Honda prototype was not able to keep the pace and he retired from the race leaving Lackey and Wolsink to dice it out to the finish. Wolsink got past Lackey late in the moto but couldn't make it stick as Lackey repassed Wolsink on the final lap to score the victory.

See next page

500cc world championship **GRAND PRIX OF FINLAND**



Wolsink chased England's Graham Noyce (6) through the deep sand for many laps before passing the newcomer.

*Wolsink threatens the leaders:
Lackey, DeCoster share moto wins.*

By David Maltais

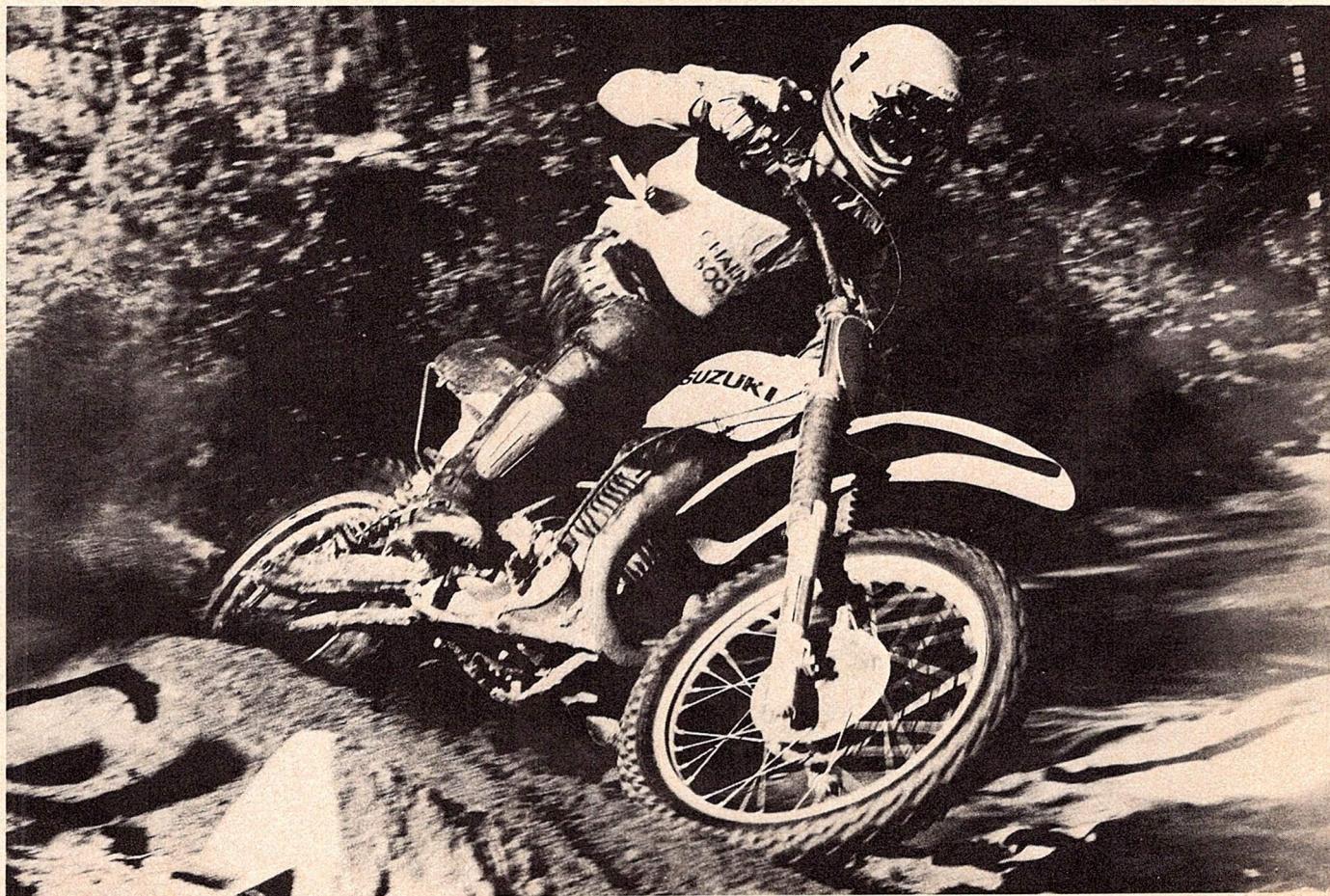
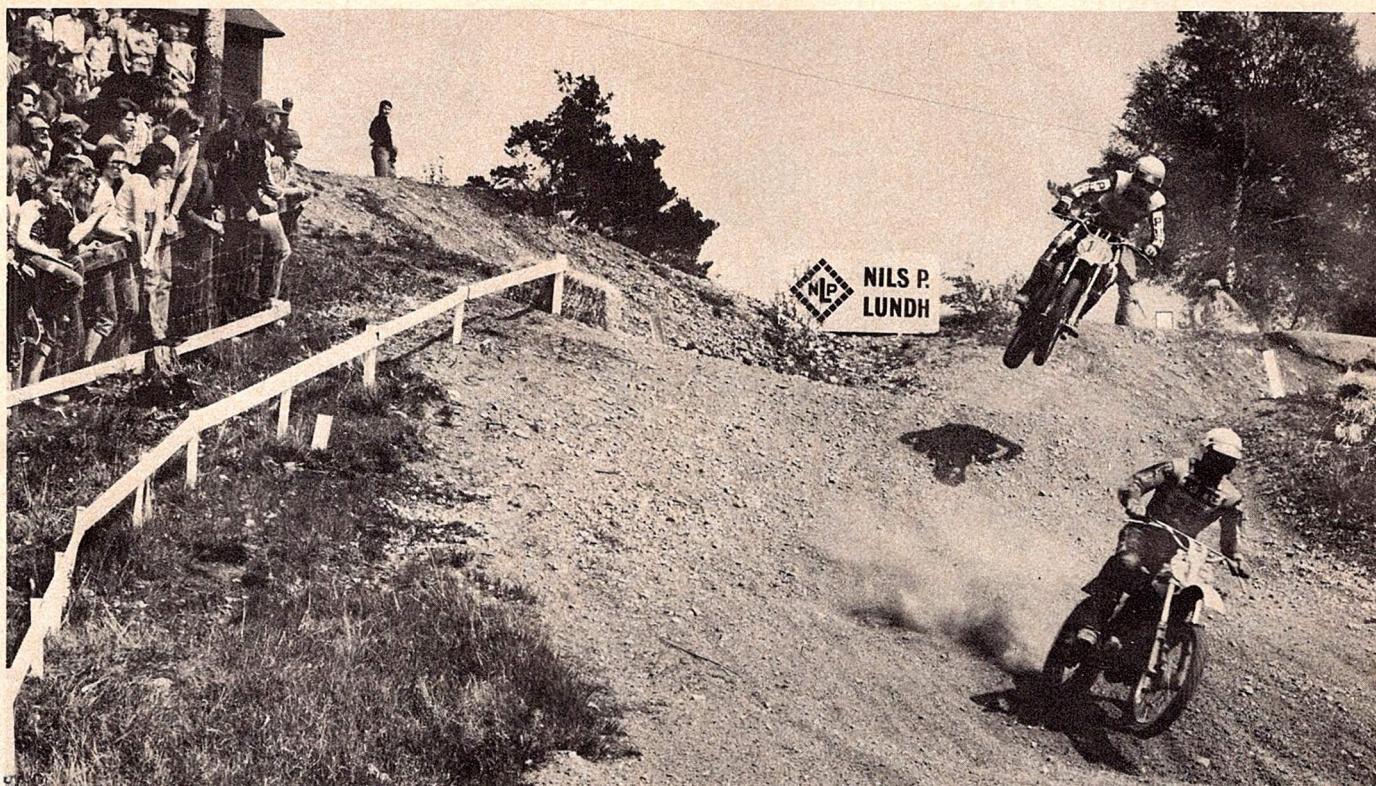


Lackey took the first moto lead from Karsmakers and then held off a strong effort by Wolsink to score one more for the U.S. of A.

Fellow Germans Adolf Weil (15) and Herbert Schmitz (16) go for it on a hairy downhill. Weil, running second in the World Championship standings, lost the lens of his goggles in the first moto and was blinded by sand and mud for the rest of the day.

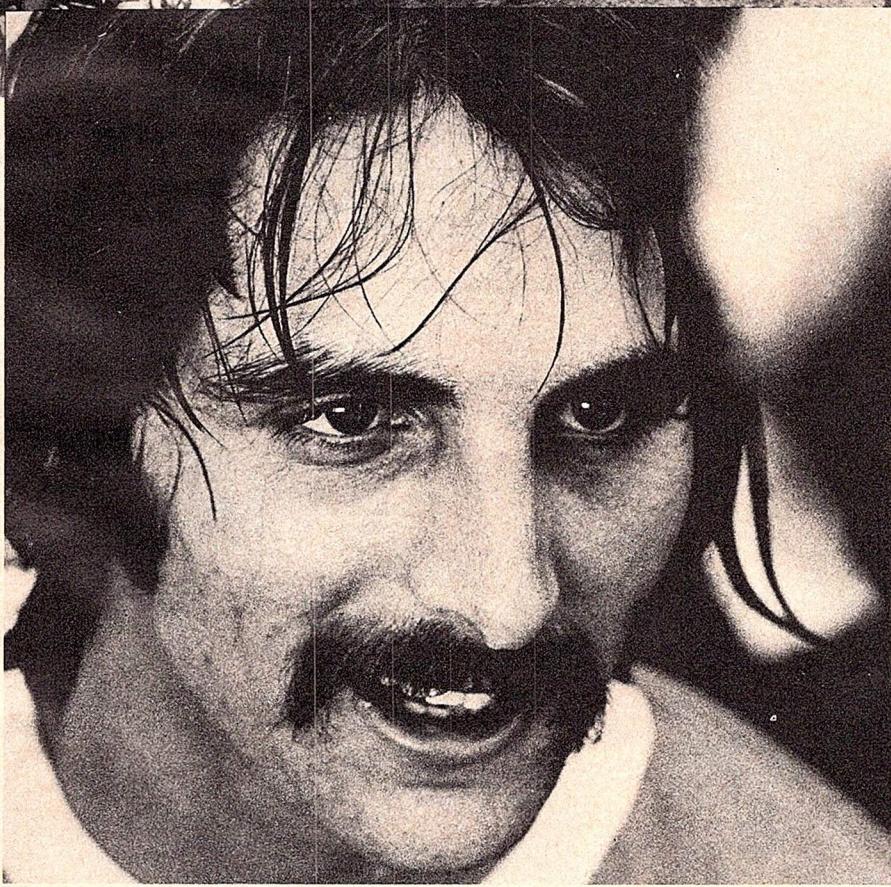
500cc world championship

FINLAND



DeCoster fought fiercely for the second moto victory.

Vic Eastwood, on the four-stroke CCM, leads KTM-mounted Willi Bauer over the rugged Tikkurila course.



RESULTS:
500cc World Championship
Tikkurila, Finland

Moto 1:

1. Brad Lackey, U.S.A. Husqvarna
2. Gerrit Wolsink, Netherlands Suzuki
3. Vic Eastwood, G.B. CCM
4. Bengt Aberg, Sweden Bultaco
5. Frans Sigmans, Netherlands Maico
6. Ake Jonsson, Sweden Maico
7. Roger DeCoster, Belgium Suzuki
8. Graham Noyce, G.B. Maico
9. Valery Kornnev, U.S.S.R. CZ
10. Anatoly Bochkov, U.S.S.R. CZ

Moto 2:

1. Roger DeCoster
2. Gerrit Wolsink
3. Graham Noyce
4. Frans Sigmans
5. Ake Jonsson
6. Herbert Schmitz, West Germany Puch
7. Adolf Weil, West Germany Maico
8. Arne Lindfors, Sweden Husqvarna
9. Pierre Karsmakers, U.S.A. Honda
10. Christer Hammargren, Sweden Kawasaki

trick

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BOGE W/Reeder	Gas Springs		\$92.00
BILSTEIN GAS	W/springs		\$83.95
GIRLING GAS	W/springs		\$71.00
KONI GP Alum body	W/springs & fluid.		\$100.00
BOGE/MUL LTG	Complete/Gas springs		\$125.00
BOGE/MUL LTG	W/springs		\$95.00
REEDER GAS SPRINGS			\$44.95
FOX SHOX	W/springs		\$99.00
MARZOCCHI GAS	W/springs		\$89.00
S&W FREON	Shocks W/springs		\$77.95
ARNACO LTR-1	W/Springs		\$94.00
FOX AIR SHOX	Complete		\$215.00
WORKS PERFORMANCE	W/Springs		\$105.00
WORKS PERFORMANCE	GAS W/Springs		\$140.00
SPECIAL REWORKED BOGE/MUL SHOCKS			
(New Rebuildable Shocks-set up with gas cells, improved dampeners and no fade oil. Has better damping characteristics than Boge/Mul LTG -better pricing too.)			
		w/Springs	\$85.00

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Specify Make, CC & Model. Kit comes complete for maximum travel Pro-Class dampening

CR-125 -34 MIK KIT

\$47.00

A must for modified bikes. Substantially improves power band on un-modified models. Comes with high-volume intake manifold, gasket, air boot and special clamps.

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YOKOHAMA SUPER DIGGERS For XR75, YZ80.
360-14 - \$18.95 360-15 - \$19.95 360-16 - \$20.95

HEAD GEAR

Scott Goggles - \$10.15	Scott Face Mask	\$ 6.50
Scott Goggles with face mask		\$14.95
Mikkola Rock Guard - \$6.95	Bell RT -	\$32.95
Bell Super Mag - \$47.00	Bell Moto Star	\$58.00

MR 175 GOODIES

BASSANI MR 175 Up-pipe (Max. H.P.)	\$55.00
520 CHAIN KIT (Sprockets & chain)	\$37.00
S&W L/Travel Fork Kit	\$23.00
34 MIKUNI Kit	\$47.00
Super Cool Radial Head	\$37.95

SPECIALTY ITEMS

YAM TT 500 Down Pipe (BASSANI) (15 to 20% boost in power)	\$50.00
YAM TT 500 Skid Plate (GRAHAMS)	\$25.00
RM 125, 250, 370 Skid Plate (GRAHAMS)	\$25.00
"TIGHTEN-UP" Chain Tensioners	\$18.95
GOLD BELT Kidney Belt	\$15.50
Quality Rubber Fork Boots/Red, Blk, Yel, Bl.	\$ 6.95
CR-125 Rod Kit	\$21.00
CR-125 520 Kit (Chain & sprockets)	\$35.00
CR-125 Factory Pipe (Max H.P.)	\$48.95
Skyway Freon Cell Kit	\$ 9.50
Breezer Tire Tool	\$ 6.95
Pro-Tec Chain Tensioner (All models)	\$18.95
Jofama Shoulder Pads	\$34.00
Jofama Gloves-\$19.00	Tibblin Gloves \$26.95
32 MIK KIT/XL250	\$62.00
36 MIK KIT/XL350	\$75.00
38 MIK KIT/TT500C YAM	\$75.00
30 MIK KIT/CR125 - COMPLETE	\$34.95
32 MIK KIT/CR125 - COMPLETE	\$38.95
36 MIK KIT/CR250 - COMPLETE	\$45.00
GAS FORK KITS-All bikes	\$14.95
INTER-AM ALUM HANDLEBARS	\$12.95

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THE COMPANY RACERS BELIEVE IN

From its very creation high among the snow-capped peaks of the Sierra mountain range in northern California, Mammoth Mountain Motorcycle Club's annual motocross jubilee has provided the racing masses with a retreat from the cities and the hard, dusty tracks of SoCal. Clear skies, good vibes and hot racing form a certain atmosphere among the pines that is unparalleled anywhere. Mammoth's success formula is simple: Pick a picturesque clearing in the forest, lay out a tough, natural terrain course, invite all your friends, kick back and enjoy the good times.

The track itself is a motocrosser's dream. It winds and climbs across the Alpine-type slopes, up and down a gnarly hill, through the surrounding forest and around giant boulders and tall standing pines. Angles and attitudes, varied as the colorful bird life in the trees, offer the rider a variety of tough situations. The Mammoth track allows you to rediscover what motocross is all about. It seems to have a little of everything plus a lot of whoops; deep, jarring whoops that bulge out of the earth everywhere to pound your bike and your bod. You get tired mighty fast, especially at 7000 feet elevation. The secret to Mammoth lies in physical ability. Conditioning is the trick.

The punishing bumps of Mammoth humble the best. Only the able survive and only the *very* able, and the *very* prepared, win. Mammoth is the early season goal of the West Coast motocrosser, and to do well, total preparation is a must. The track will quickly reveal who's ready, and who isn't.

Jack Keese, number one rider on the Sambo's Restaurant Motocross Team, put together years of experience in national competition, months of training and an artfully tuned FMF Honda to pull off a clean win in the 125 Pro class, beating some of the hottest shoes in the West, including Danny LaPorte, Mark Tyer, Warren Reid, Dave Taylor and Bruce McDougal. Only 16-year-old Broc Glover, one of DG's top stars, was able to ride with Keese, and captured the final moto win and a strong second overall for his efforts.

Preparation and determination pay off in the sandy whoops at 7000 feet

Utilizing months of rigorous training alongside U.S. Suzuki School of Motocross's headmaster Mark Blackwell, Gary Ogden, riding a Basset-prepared Suzook for Electro Helmets, took decisive wins in both 250 Pro motos to end up top banana of that class. Gary didn't have it easy though, as he survived a cracked hub, a dangling clutch lever and a first turn pile-up that sent two riders to the hospital and Gary back to the pits for a new

set of shocks. Determination over corrosion, in a sense.

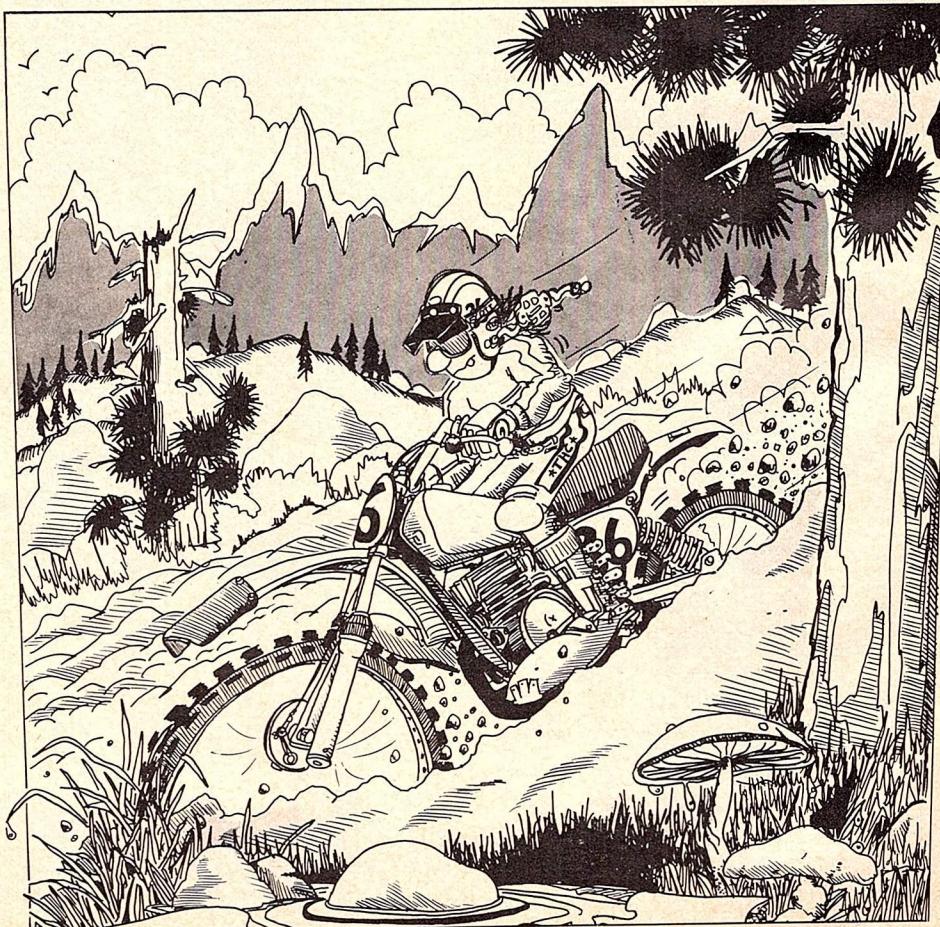
Mike Bell used an exotic 410cc four-stroke Honda built by Long Beach Honda to capture the Open class victory after fighting off an onslaught of KTM's ridden by Pat Richter, Jeff Foland and Danny Chandler. Marty Moates learned the value of determination after having to stop for a new plug in the second moto, then battled his way back up to a fourth overall position

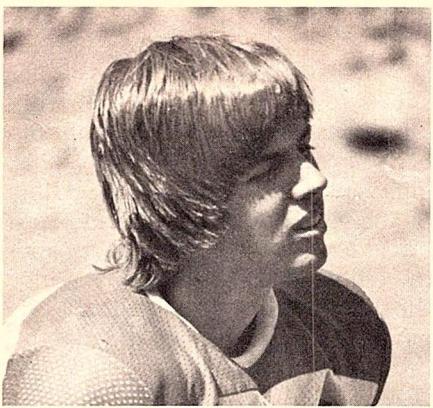
Continued

competition

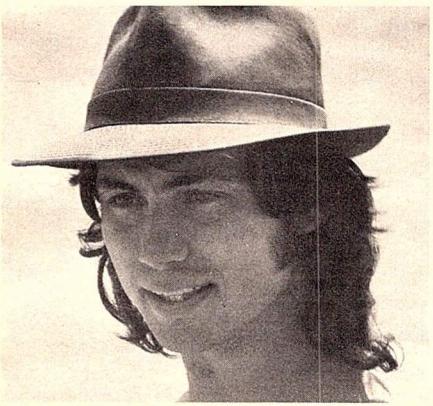
MAMMOTH MOUNTAIN MX

By Paul Boudreau and Curt Evans





Mike Bell used the thunder of a 410cc four-stroke Honda to conquer the Open class.



Handsome devil Gary Ogden won both 250 Pro motos for his sponsors Electro Helmets and Basset Racing Products.



Poised and confident, Johanna Stenersen swept both motos of the Women's Pro event.



Old pros never die: Bob Grossi came out of the woods to pick up an eighth in the 250 Pro event.

The Mammoth downhill: just a tilted straightaway, eh?



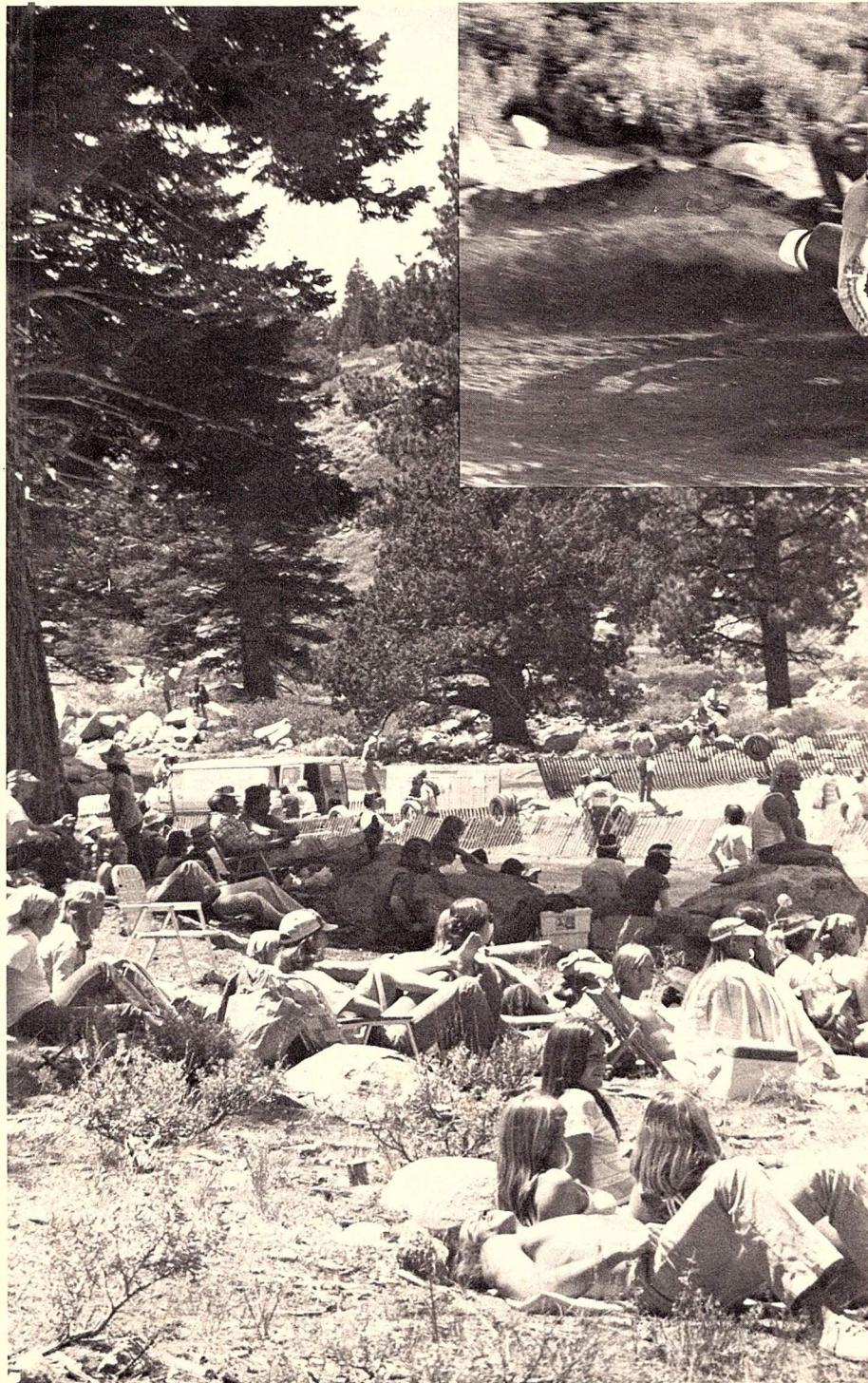
MAMMOTH MOUNTAIN MX

for the day.

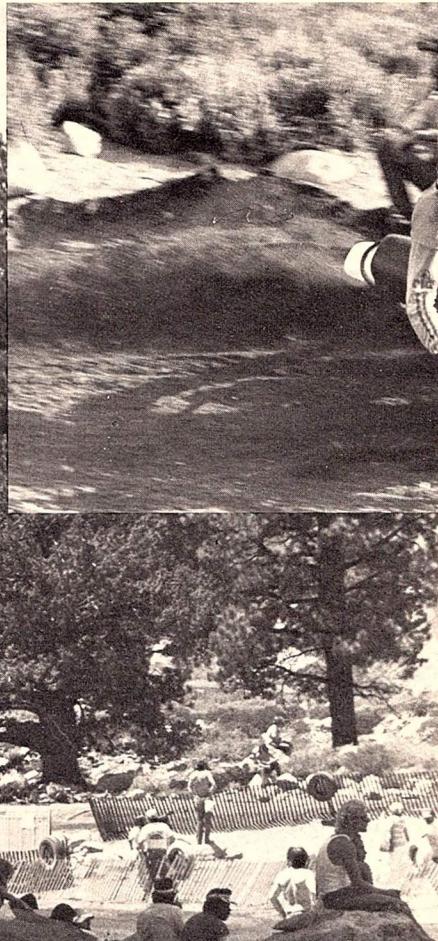
Some old familiar stars came out of various stages of retirement to ride the Big M, but they were no match for the bumps and fast experts. Bob Grossi, Doug Grant, Ron Pomeroy and two-time Mammoth winner Tom Rapp all agreed they just weren't ready.

One who was ready, but whose equipment was weak, was Marty Tripes. He came up to Mammoth looking to win both the Open and 250 classes, and was well on his way to doing so when bad luck set in. Two sets of blown, smoking shock absorbers retired his DG-prepared RM370 in sight of the

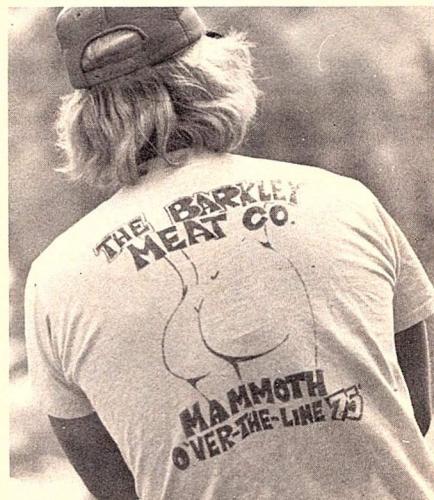
Open class leaders, while in the 250 bout he had one side of his handlebars break off while reeling in Ogden. His stirring, come-from-behind rides after poor starts and incredible skill and strength against the Mountain left no doubt in anyone's mind who was the man of the day at Mammoth. II



Laid-back spectatorizing: Mammoth offers sun, fun and relaxation.



You see some strange sights at Mammoth.



p. 27

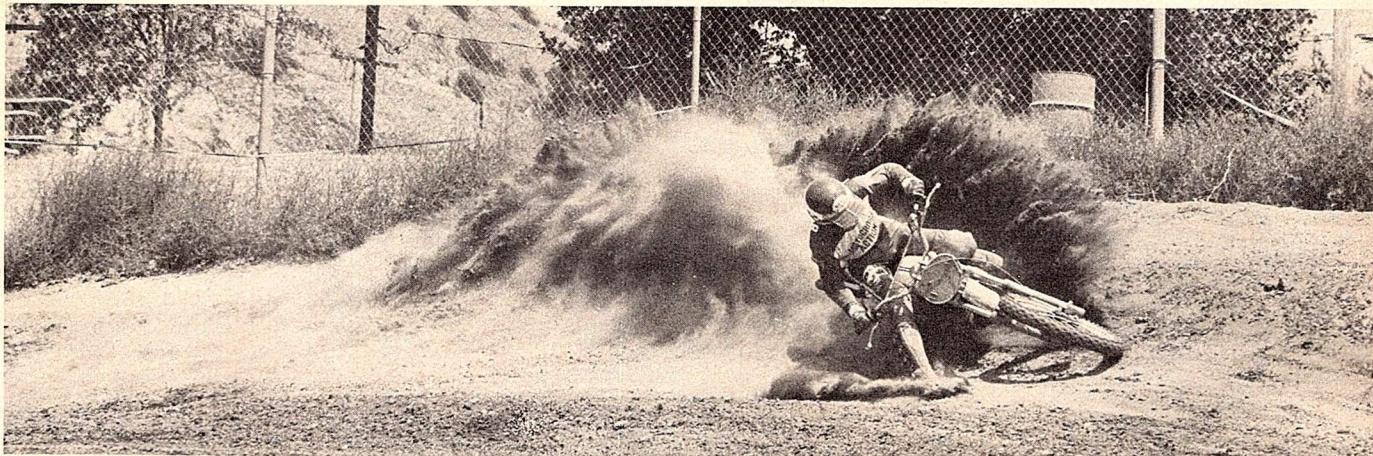
The Monster Downhill is the high point of Mammoth's mountain high track. (Paul Boudreau)



race test

KTM 400

Undoubtedly the best-steering open class bike we have ever ridden.



The KTM marque is contesting the 500cc class for World Championship points for the first time in the small but aggressive factory's history. Willi Bauer, former Maico star, and Jaak van Velthoven, ex-Yamaha champ, are the riders chosen to help establish the new big-bore KTM into the same threat as its smaller counterpart, the current 250 World title contender.

You're familiar with many of KTM's small-bore successes under the logo of John Penton. He was the sole importer for the KTM motorcycle for the last few years and brought the brand into this country under his name and assembled to his specifications. Since his priorities were mostly in the enduro type of racing activity, the Penton logo hasn't been too prominent in motocross. With the advent of the 250 and 400 motocrossers into the KTM line of machines the factory has established new distribution under the KTM logo, as it is known in Europe.

The motorcycle we tested was made available to us by KTM Imports and, as is their policy, wasn't released to us for any length of time. The reason we mention this is that in all of our previous tests of race bikes we were able to

live with the bike much as you would if you went out and purchased one, and our tests were based on this situation. In this instance we had two separate days of testing with a distributor mechanic who prepared, delivered and returned the bike on each occasion. However, we still feel that we were able to evaluate the bike even with such a short period of involvement, and the only thing lacking would be the reliability factor based on our abuse of the bike over a longer period of time.

A first glance at this big-bore KTM tells you that the best of components available adorn its chassis and engine. The massive finned alloy cylinder has a large-bore Bing hanging on its intake manifold which feeds a Dykes-ringed forged Mahle piston. Mahle has for years made the finest pistons available for racing machines, which give many more hours of wear than most of the lower quality, but cheaper, pistons.

Plastic components comprise the tank/seat assembly and side panels. The fenders are also of a plastic material with the only change in the white color scheme being the black striping and KTM logo.

Magura levers and throttle

assembly are standard, as are Magura grips. Bosch electrics take care of supplying the spark using a small rotor CDI unit. No kill button was set up on our test bike.

The wheel assemblies consist of lightweight alloy hubs laced to Sun rims which use studs instead of rimlocks to prevent tire slippage. Metzeler tires are fitted front and rear — and you can't do much better than that.

The suspension is Marzocchi, with the magnesium forks used in front and the large-reservoir, big-shaft gas shocks being used for the rear, in the laydown position.

The whole package as it sits with over half a tank of gas tips the scales at 224 pounds. It's not the lightest big-bore racer by a long shot, but then again it isn't too far off either. Weight, as we've mentioned in other tests, is relative to the handling characteristics of the particular bike. The KTM gives the feel of a light machine and handles as such. At first we thought from its general appearance that the bike would weigh at least ten pounds more than it did. The massive finning and the bulky-looking frame with its ventilated gussets everywhere tend to deceive you.

The KTM engine is an oversquare design bore and stroke. Engines in this category tend to

have less torque than an engine with a smaller piston which has to travel much farther for each revolution of the engine for the same power output. Torque really isn't a problem with big-bore machines, especially in the hands of an expert, but with the over-square design of the KTM it means excess power in the midrange and top end. In fact, so much so that you ride it rather like you would a small-bore motocrosser.

In a conversation with Willi Bauer at the USGP he mentioned that his GP bike was much more difficult to ride than the stocker he rode in this race, because of this same characteristic. Carl Cranke had ported his engine before the race and Willi said that he really liked the power difference. KTM has requested Carl to wrench for Bauer during the rest of the GP

season. One of our test riders had ridden another 400 KTM which is being campaigned by Jeff Foland, which also has had some minor port tuning and was considerably faster than our test bike. Not many of you will need much more power than the 400 KTM has in its stock configuration, but if you want it it doesn't take much effort to get it.

The 38mm Bing carb is fitted with a real choke mechanism, which means it has a cable-operated slide which fits the piston slide of the carburetor's bore. It's a useless item as far as we're concerned, especially if you're racing motocross. There's a greater possibility of it causing you problems than of it being a benefit to the operation of the engine. The KTM distributor used a rubber band securing the lever to keep it from being knocked on accident-

tally.

The KTM is about a three-kick starter and is handled much easier if you are standing off the bike using your right foot. It has a short throw and doesn't turn the engine many revs. Our test bike was rich on low end which didn't help the starting procedure any. The other 400 KTM we rode didn't have this problem.

Throw your leg high when you climb on the bike. Like so many of the new long-travel motocross machines it sits high and a small rider (under 5'10") has trouble touching the ground on both sides of the bike unless he has long legs. It's the price you have to pay for the increase in suspension, but it's worth it. The seat is comfortable yet firm, but it tends to be a little too high in the rear and throws you toward the tank. The pegs feel high also, but after coming off some of the jumps you realize there is no way they could be set lower. The only alternative is to add a little padding to the seat, depending on your size. Jaak van Velthoven's KTM seat looked like it had two pillows stuffed in it, as it was higher than the gas tank. Now, he has long legs!

The KTM has a gas tank that is just large enough to get you through a good 45-minute-plus moto. There is a petcock on each side of the tank which is easily turned off with your knee, and this is something that we would suggest that you change by either using a different petcock or playing with the position of the stock item. Each petcock has a reserve which you should eliminate by pulling out the reserve tube and then reinstalling. You have no need for it in motocross, and by forgetting to start a race with the petcock in the reserve position you jeopardize blowing up your engine by running it out of gas at high rpm.

Another item which we're pretty sure you'll want to change is the Magura grips. After a few laps with them we had to replace them with Petty's new GP items. We know it's nit-picking, but you won't believe how much better the bike felt as we started flicking it around the track.

Since our test bike was pretty new and had few miles on it, there were several items that had to seat in. One problem which arose was

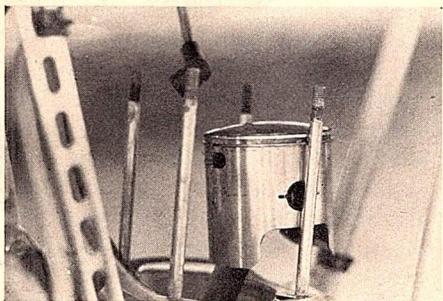


Jaak van Velthoven has a saddle and a half on his KTM because of his long legs, but he has also reshaped the seat so that it doesn't slant into the tank. (Fish photo)

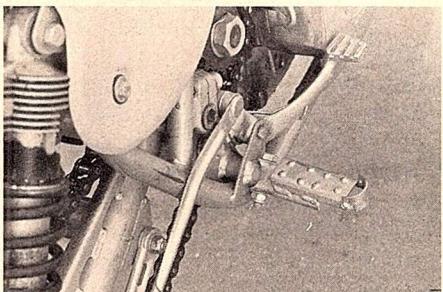
KTM 400



KTM's oversquare bore and stroke coupled with its light flywheel action give the bike a feeling of a small-bore machine because of its quick response to throttle action. The massive finning is in keeping with previous KTM standards.



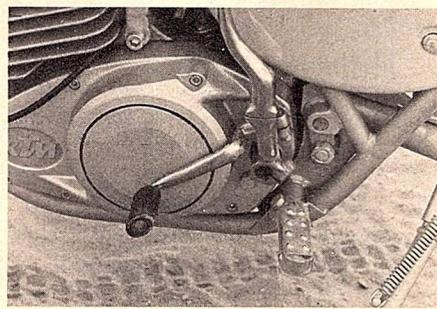
The long cylinder studs hold the head and cylinder assembly in typical European design and un-typical Japanese. A Dykes top ring is used on one of the best pistons made for competition machines, a forged Mahle.



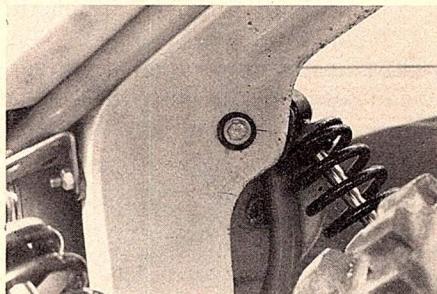
The brake lever bar/rod assembly has a tendency to catch your boot sole behind the peg. The lever itself is adjustable at both ends to suit your foot position.



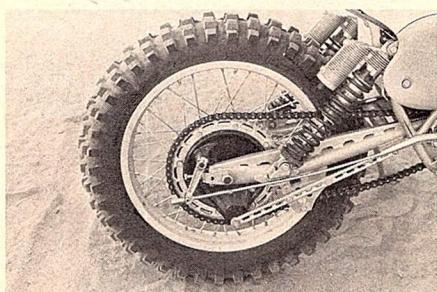
The little tab at the front of the tank with the rubber bumper has a tendency to bend and should be reinforced with a small gusset on each side. If the bumper isn't snug to the tank there's a good possibility of losing the tank when the going gets rough.



The pegs are like old Husky units and need more teeth for better grip. Nothing that a few spots of weld and a little filing wouldn't cure. Kickstarter is a short-throw model and is difficult to use. It's still 100-percent better than the GP Husky. Positive, clutchless shifts are normal with the six-speed gearbox and it loves it.



Fenders are plastic and the kind Preston Petty loves to see on a production machine. They break!



The Marzocchi rear shocks never worked well for us but we didn't have that much time to play with them either. The S&W replacements were 50-percent more effective in the bike's handling and traction.



Fork stem has rubber O-rings at the top and bottom for bearing seal, a nice touch.

the clutch not disengaging the engine when it got hot. The clutch plates are bronze and tough to seat in, but once they are they will stay that way. We never did get them seated in our short time with the bike, but the only time you needed it was starting or stopping. Clutchless shifts of the six-speed box were positive and no problem. Missed shifts were nonexistent. The gear spacing is just right and lets you move around most tracks with a minimum of shifting. It's one of the nice features about riding a big-bore machine. That excess power translates into less shifts and more throttle control.

The handling of the KTM is solid and tight. It gives a feeling of confidence and is undoubtedly the best-steering open class bike we've ever ridden. You can stuff the front end under any bike on the track and hold the line without its trying to do anything other than what you want it to. Its limit in the turns is when the bars are in the dirt. Some of the reasons for this excellent steering capacity are the steep 29-degree angle of the forks, the Marzocchi fork action and, of course, the Metzeler rubber. KTM previously had the fork angle at 31 degrees. The new setting works very well without creating any problems such as back end swap as is usually the case when the front is pulled in.

While all of our test riders marveled about the steering and the stability of the KTM, some of us weren't all that excited about the rear suspension. The new, large-reservoir Marzocchi shocks were packing down on us and we weren't getting traction to the ground. Over the straightaway bumps at speed the power of the engine would cause the rear end to hop. A new set of springs with a different rate didn't help the situation.

On our second test session we brought out a pair of S&W's new Freon cell shocks and tried them on the bike using 110-pound springs. Sitting on the bike they seemed to feel too soft and in fact were for a rider over 150 pounds, but the



race test

KTM 400

SPECIFICATIONS

Make KTM
 Model 400GPMX
 Country of Manufacture Austria
 Retail Price \$1898

ENGINE

Type Two-stroke, piston port
 Bore & Stroke 81mmx69mm
 Displacement 352cc
 Compression Ratio N/A
 Cylinder Aluminum,
 w/pressed iron sleeve
 Carburetion Bing 38mm
 Ignition Motoplat
 Lubrication Pre-mix, 32:1
 Air Filter Oiled foam

TRANSMISSION

Type Six-speed, close ratio
 Ratios 2.57, 1.77, 1.33, 1.04,
 .884, .750
 Primary Straight cut, 25/69
 Clutch Multiple disc, seven-plate
 Chain Regina or Reynolds 520

SUSPENSION

Front ... Marzocchi hydraulic sliders
 Rear Forward mount, laydown,
 Marzocchis
 Travel 9 inches front,
 9 inches rear

DIMENSIONS

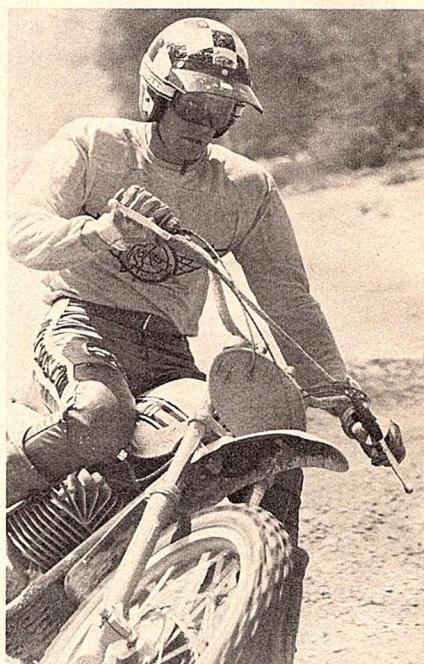
Wheelbase 56 inches
 Ground Clearance 12 inches
 Weight Bias ... 45% front, 55% rear
 Track Width 224 pounds

CAPACITIES

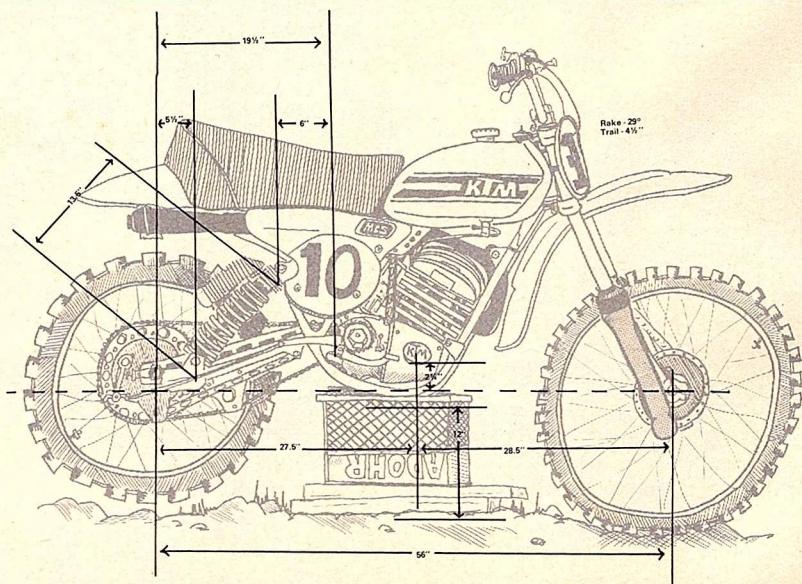
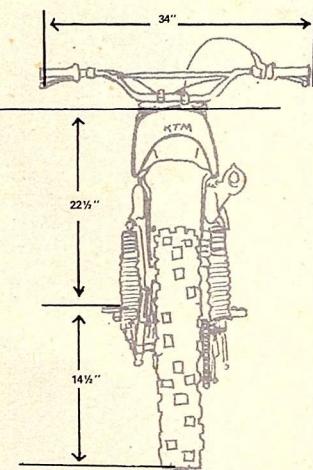
Fuel 2 U.S. gallons
 Transmission approx. 1 quart
 Forks 240cc



Leaping over large bumps or jumps and dropping off ledges requires minimal pulling on the bars. The front end is always light. Any excess jerking on it will get you upside-down in a hurry.



Check out Baker's knee as he jams through a turn. The knee cup or leathers tend to knock the petcock lever around and sometimes off. Repositioning or different style petcocks will cure the problem, but check for pipe clearance before you do anything drastic.



difference in the ride was unbelievable. The S&Ws kept the rear end on the ground more and improved the traction by at least 50 percent. Before, when exiting a power sweeper, the rear tire would lose traction halfway through the turn, and with the light flywheel weight in the engine the revs would double before you could back off the throttle. This got you sideways in a hurry. The S&Ws instilled even more confidence in the handling of the bike than we had before their installation. The Marzocchi shocks didn't have as much shaft travel as the S&Ws, and this caused us to barely touch the rear fender when they were bottomed out, using the 13½-inch shock length. We changed to 120-pound springs and started to thoroughly enjoy the bike.

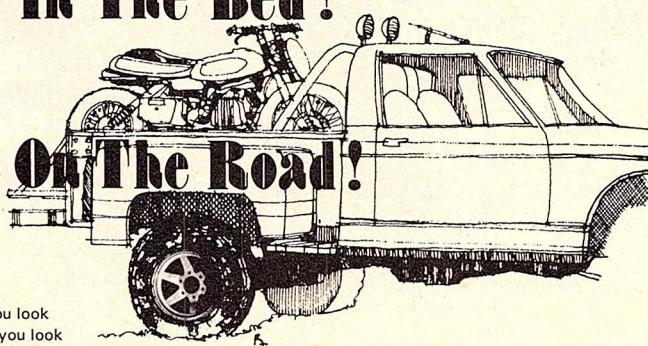
You could hit berms as hard as you cared to without the back end pogoing out on you. We started throwing the bike around the track like it was a 125. There was one straightaway jump that launched you up and out until we were finally landing past the ramp and onto flat ground. We broke a couple of spokes in the front wheel, probably caused by the jump, and upon inspection found that the spokes are only threaded into the nipple about halfway, causing the nipple to break because of the stress. Another thing we learned was that the bead was slipping on the studded Sun rims. It seems that the KTM factory uses every other

stud instead of a whole set. The holes are there and we recommend that you add a few more.

The KTM is a fun bike to ride, but only at speed. It is a racer and designed to win races. You won't like it as much if you putt around on it. It's going to cost you about \$2000, but the price isn't out of line in comparison to the other European open class machines. You'll have to weigh the few hundred dollars difference between it and the Japanese open class motocrossers based on your priorities.

The KTM has all the ingredients of a winner, with probably the best suspension available on any open class motocrosser. Over nine inches of travel on each end of the bike with a chassis that handles light and extremely stable. The engine is powerful but more touchy than, say, an open class Maico. It is a gas hog and is hard starting if you drop it. The fenders are the kind Preston Petty likes to see as original equipment. They break! The tires and wheels are first-rate except for the spoke nipples. It's a quiet bike which keeps everyone happy. We would like to have spent more time with it than we did, but we were able to run over six tanks of gas through it in the two days of testing. With the bike in its stock configuration we liked it and had few complaints. With the suspension change we made we really liked the bike. We think you will too!

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125cc world championship GRAND PRIX OF BELGIUM

Gaston Flashes the Homefolks

photos by David Maltais

As the fourth round of the 125cc World Championship made its way to Hoeselt, Belgium, the GP standings already showed who the top bananas in the class standings this season were. Gaston Rahier, reigning champ and long-time Suzuki star, had already established himself as the dude to beat

A band of wild-eyed crazies go for it on the grassy start. Gaston and Marty got there first.

by quickly grabbing the lead in the current standings. Jiri Churavy had pushed his highly trick, out-of-the-ordinary CZ into the second spot ahead of America's top hope and all-around wonder kid Marty Smith, who quickly showed the European hot-shoes he was more than competitive and hungry for wins.

Since the track was in Rahier's home country of Belgium, Gaston

would certainly be trying very hard to please the local fans by going for a win. The rest of the competitors wanted to do everything in their power to stop him. Nobody could.

MOTO ONE

The gate dropped. Rahier and Smith shot through the pack and into the lead. Rahier immediately tried to pull away from Smith and build up a good lead, but Marty stayed right there with the flying Suzuki driver and didn't let off. Even with his fastest gassing and fanciest footwork, Rahier couldn't put any distance between himself and the young American. On the fifth lap, the Honda's rear hub disintegrated and Smith was out for the day. Gaston wheeled away to a 32-second lead at the finish. No one else was even close.

MOTO TWO

With Smith's wasted bike suffering from various mechanical woes back in the Honda pits,



←
Radical Roger Harvey gassed his Husky to a strong fourth in both motos.

In the opening laps of the first moto, Rahier couldn't seem to shake off a persistent Marty Smith. A few minutes later, Marty's rear hub went to lunch.

125cc world championship

BELGIUM



Russian rider Jury Semko rode to a ninth place finish in the first moto while teammate Jury Khudiakov put on a no-holds-barred charge to second in the last event. Their CZs are a little more crude than the ones Churavy and Velky contest.



Zdenek Velky grabbed third in both motos to boost him up to fifth in the World Championship standings.

Rahier once again blitzed the troops to score another win for the day. Pushing through the pack on the start, Gaston grabbed a third-place spot coming into the first turn. After a few quick, daring moves on the first lap, he took over the lead and never looked back. With his double moto sweep, Rahier further strengthened his lead in the championship bid.

In the Belgian's dust, the rest of the international crew scrapped for precious GP points. Russian rider Jury Khudiakov streaked throughout the second moto to finish second after moving up from seventh. Czechoslovakian factory CZ ace Jiri Churavy held onto his second-place position in the standings by grabbing a second in the first moto. His bid for a high

overall finish ended, though, when his magnesium CZ solidified early in the final event. Roger Harvey of Great Britain, aboard a Husqvarna, looked like he had third place wrapped up in the last moto until Churavy's CZ teammate and fellow berserko Zdenek Velky started putting a heavy rush on Harvey. The pressure got to Roger, causing him to make a boo-boo and slide out near the end of the last lap. Velky dashed past the fallen Britisher to take another third.

Gaston Rahier had completely stoked the home crowd, but Marty Smith really didn't get the chance he wanted to challenge the champ. Some fancy wrench-spinning by the Honda crew would try to make sure he would next week at the GP in Denmark. III



RESULTS 125cc World Championship Hoeselt, Belgium

First Moto

1. Gaston Rahier, Belgium Suzuki
2. Jiri Churavy, Czech CZ
3. Zdenek Velky, Czech CZ
4. Roger Harvey, Great Britain Husqvarna
5. Andy Ainsworth, Great Britain Suzuki
6. A. Bessone, Italy Beta
7. Gote Liljegren, Finland KTM
8. R. Timmermans, Belgium Bultaco
9. Jury Semko, U.S.S.R. CZ
10. Gerald Camal, Belgium Suzuki

Second Moto

1. Gaston Rahier, Belgium Suzuki
2. Jury Khudiakov, U.S.S.R. CZ
3. Zdenek Velky, Czech CZ
4. Roger Harvey, Great Britain Husqvarna
5. Dario Nani, Italy Gilera
6. Dieudonne Stouvenakers, Belgium Suzuki
7. Andy Ainsworth, Great Britain Suzuki
8. Gote Liljegren, Finland KTM
9. Tommy Olson, Great Britain Ancillotti
10. J. Mathia, Great Britain Montesa

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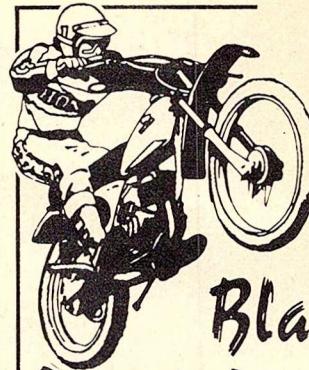
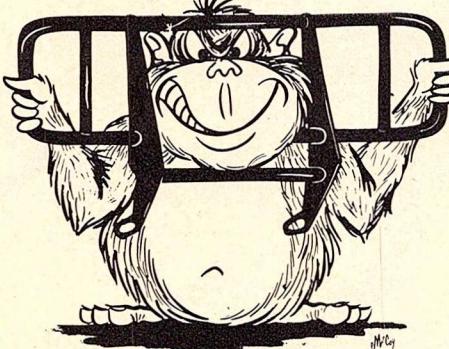


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The dentist returns to play in his Carlsbad sand box

To the Southern California pro motocrosser it is inconceivable that anyone could race Carlsbad only once a year and beat everybody. Carlsbad is home track for the top riders in the country. Gaylon races here and *always* wins. Marty Smith and Tommy Croft grew up around here. This is Marty Tripes' back yard. Rex Staten can beat *anybody*

here and almost proved it last year.

But once a year for the past three, one man, a dentist from Holland, comes to Carlsbad and beats them all. This year, amidst the thunder of DeCoster, Lackey, Weil, the best Americans and the top Europeans, he annihilated them.

What is the magic that makes

Gerrit Wolsink so unbeatable at Carlsbad? He'll be the first to tell you — there is none. Wolsink doesn't do anything out of the ordinary. He simply does everything right — and to the maximum.

He will also tell you he is the fastest of the GP racers. That is no lie. His practice lap times, which in world championship competition determine choice of starting positions, *were* the fastest.

When Gerrit fired up his RN370 Suzuki factory racer two minutes before the start of the first moto, he was the most relaxed man on the line. His mind was clear, his gaze steady and his manner unhurried. His hands were draped lightly over the handlebars. All attention, and



Gerrit Wolsink

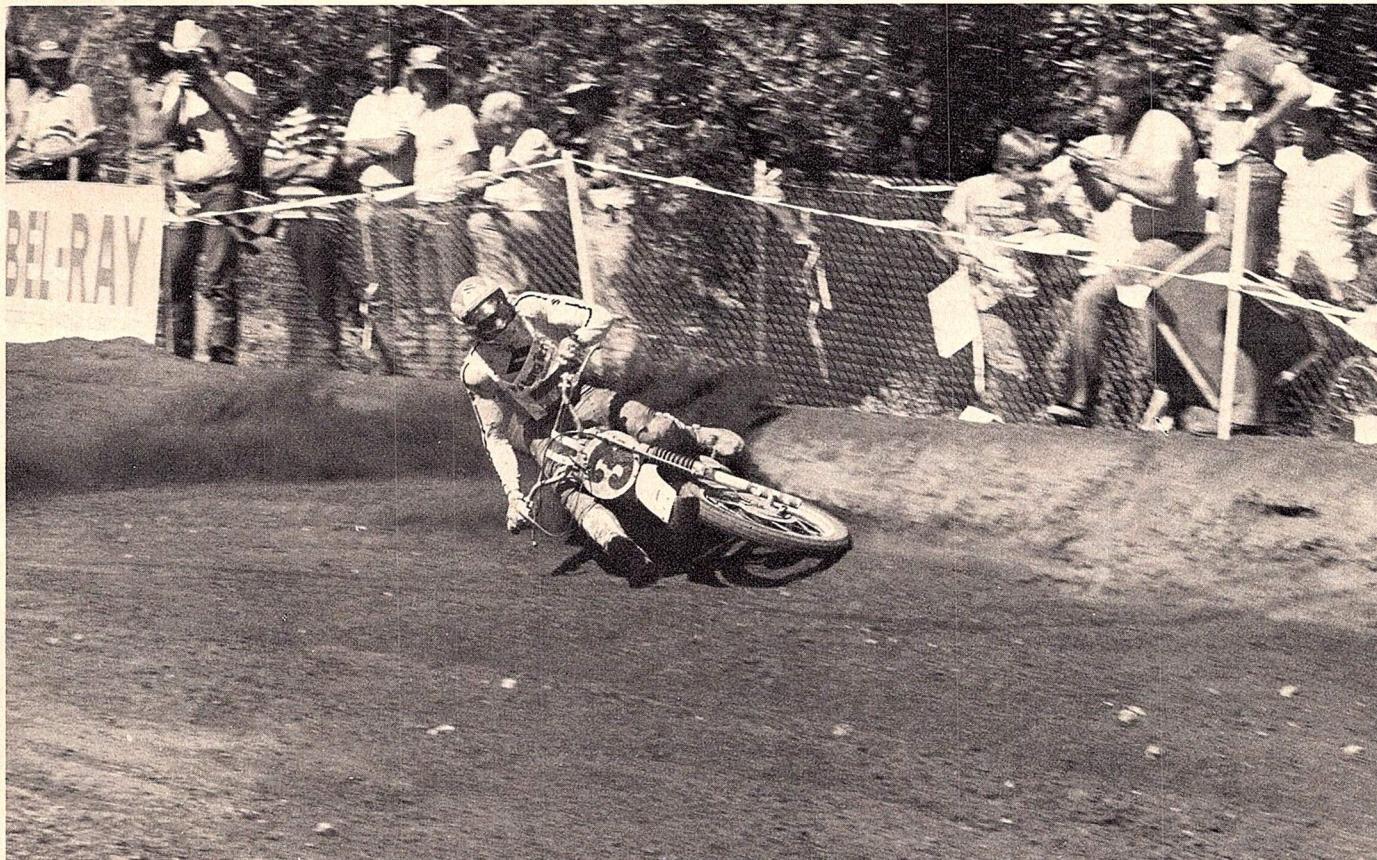
THE HANG TEN® UNITED STATES GRAND PRIX

By Paul Boudreau

Photography By Mike Kerley, Dick Miller,
Paul Boudreau and Marcia Holley



With his third consecutive USGP victory in hand, Dutchman Gerrit Wolsink gives his jubilant Japanese mechanic, Boche Hasegawa, a bear hug.



There are those who say they never saw anyone ride like Wolsink did that day.

all pressure, was on the other guys: DeCoster, the four-time champion; Lackey, the American hope; and the rest: The old pro, the rookie, the rocket . . . They shouldered the pressure and at a Grand Prix, the pressure is considerable.

Maybe that's Wolsink's secret. He's number two, the vice-president of motocross. One of the first things you learn in motor racing is that being number two doesn't mean a damn thing. So, unencumbered by the fears and frustrations of the titled, Gerrit's talents, of which there is an abundance, are free to surface.

Those talents exploded into action when starter Butch Lee flipped the one minute sign sideways and turned Wolsink loose on his first-moto rampage. Within two laps he led by 18 seconds and at the halfway point of the 40-minute plus two lap moto he was 30 seconds ahead.

Wolsink's ride was close to flawless. He held Carlsbad in the iron grip of his concentration. He attacked its formidable obstacles with full confidence and an equal amount of throttle. Nothing short





UNITED STATES GRAND PRIX



DeCoster was once again frustrated by mechanical problems.



The Carlsbad circuit is cut weekly with a bulldozer, leaving high walls on some of the sweeping turns. When the racing gets heavy, the lines move up the walls.

p. 40

Ake Jonsson. (Marcia Holley)

of a baseball bat in the forehead could have broken the ribbon of speed he had built around his adobe playground. He took the checkered flag 49 seconds ahead of Great Britain's Graham Noyce, a margin of victory almost unheard of in GP competition.

A curious thing happened before the start of the second heat. In an impromptu poll taken among the "expert" race watchers gathered about official observation stations, not one person picked Wolsink to win the final event. Wolsink, who had won this event the last two years, who had posted fastest practice time and had won the first moto by a wide margin, was not favored to continue.

Instead the race watchers picked a man who had never won Carlsbad, who was only seventh in practice, who broke a footpeg in the early laps of the first moto and was thrown particularly hard to the ground, who was more than a little upset with the track conditions, his own riding and the fact that his wife was three weeks overdue with their first child. For Roger DeCoster, seeking his fifth world championship, who would be frustrated again and have to retire with a fouled front brake cable, the victories most wanted are those that are hardest for him to win.

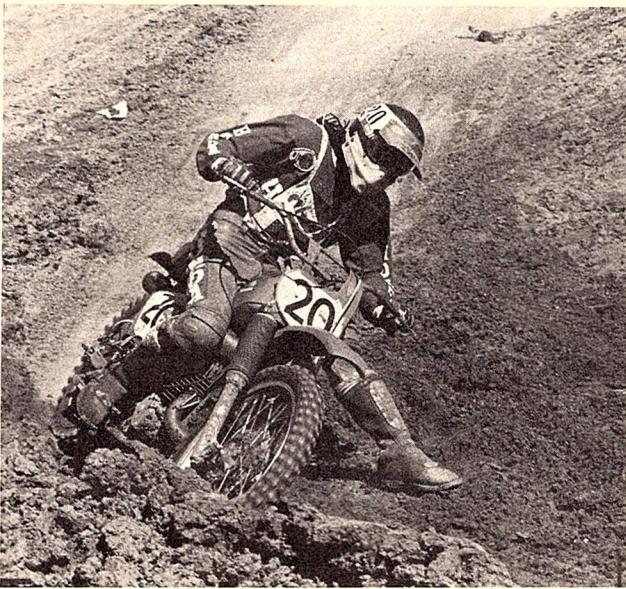
At the start Wolsink found only the powerful red Honda of Pierre Karsmakers between him and a free run at the track he had so precisely sculpted in the first moto. Karsmakers, a former Dutch countryman of Wolsink but now living in California, held a strong position. Pierre knew this technique — holeshot and pull away — was his strong move and had been effective before in Grand Prix competition. Plus he was fresh, having sat out the first moto with a defective ignition.

But Carlsbad is a hard, slippery track that demands absolute perfection from the rider and tolerates few errors. Wolsink held his position within striking distance of Karsmakers but well clear of the RC500 Honda's potent roost.

Only ten minutes into the race, with DeCoster having big problems and no other contender in sight save Karsmakers, the gentle dentist moved on Honda's highest



UNITED STATES GRAND PRIX



Tommy Croft brought it all home for the locals.

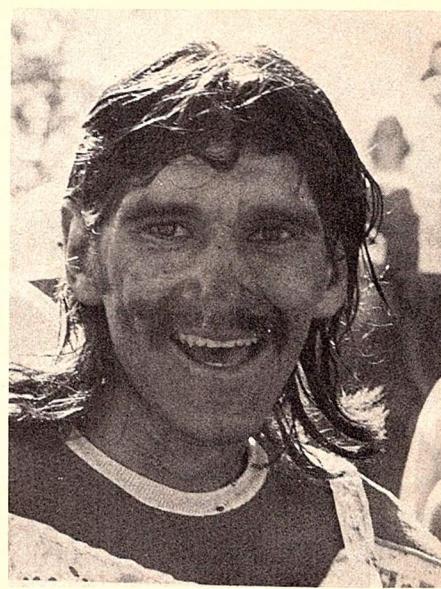
paid white man. Wolsink's speed when there's work to be done is nothing short of astounding. He had completely wired the track in the first moto and now even Karsmakers' break-away pace was too slow for him. In a half-lap he eliminated the 20-yard cushion behind Pierre's lead. Moving so quickly that not even the crafty Honda veteran had time to defend his position, Wolsink was past and on his way to an unprecedented third consecutive USGP win.

Behind Wolsink's single-handed hoarding of the points, money and glory, there was some real dicing for what remained. Brad Lackey owed his second in the overall score to several blood-and-guts battles with Jaak van Velthoven of Belgium, Ake Jonsson of Sweden, Vic Allan of Scotland and Tommy Croft of the U.S. Although Lackey complained that his Husqvarna was not providing the power necessary to give him any advantage, he nonetheless made most of his superb passes at the top of Carlsbad's long, tortuous uphill.

In a classic duel of seasoned veterans, Ake Jonsson took on his 38-year-old teammate Adolf Weil in the second moto. Jonsson had been slowly overtaking Weil at a rate of about one second per lap until the two former Trans-AMA champions engaged at the midway point. Matching smooth style and precise execution, the masters exchanged positions and drew apart like the hands of a clock. Neither points nor pride nor payoff

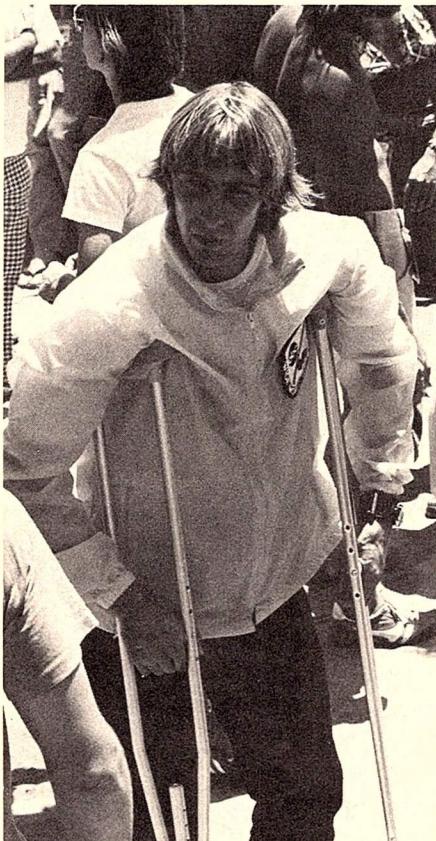
could alter their lines one millimeter or change the grim expressions on their unprotected faces.

Gaylon Mosier, a 23-year-old native of Southern California, got a good start in the first moto and went on to maintain his position with the leaders and finished third.

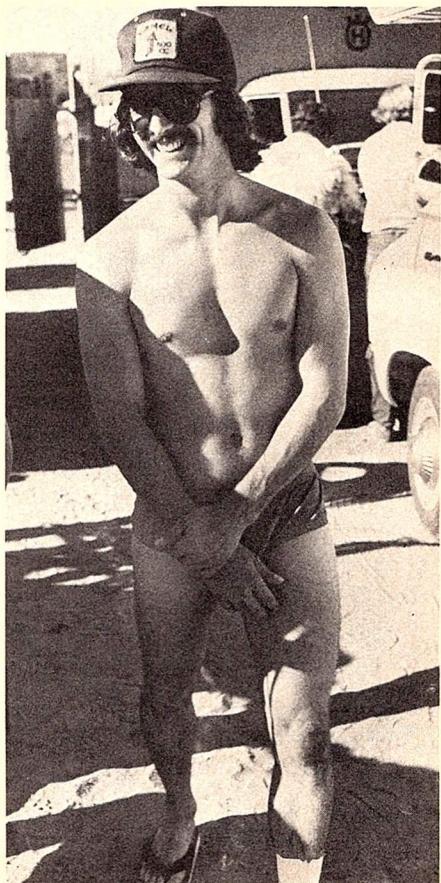


Tommy Croft.

An outstanding performance, all things considered. But maybe not so big of a deal taking into account that Mosier has ridden Maicos at Carlsbad a hundred times before and performed equally well. Most of the time it is worth a CMC win, but this time it was worth first American in a top-seeded interna-



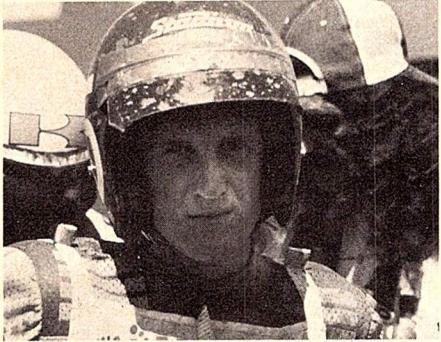
American 500cc champion Jim Weinert, who was sitting out with a broken kneecap, would much rather have been racing than working as ABC's expert commentator.



Brad Lackey took some kidding from the local lovelies about his European pit fashions.



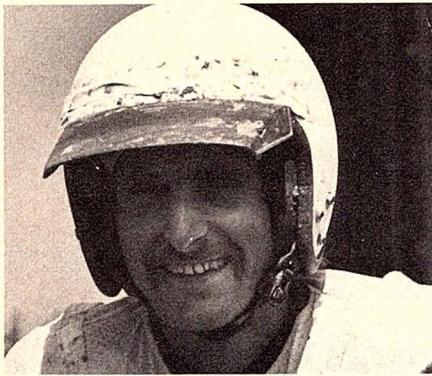
Plagued by slips and falls on the hard California adobe, Brad Lackey (9) had to work past tough competition, like Ake Jonsson (4), to tie down second place.



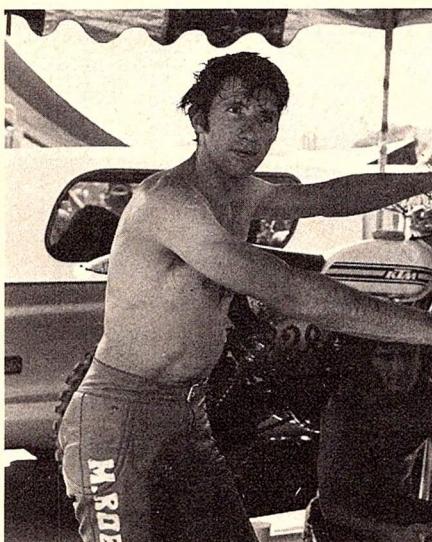
British hot-shot Graham Noyce showed a lot of speed and a few ragged edges to take second in the first moto. Mechanical problems beset his Maico in the second heat.



Gaylon Mosier was figuring ways to psych out the Europeans when he came up with this Hollywood nose protector. Wearing it in practice, he helped a lot of uptight people settle down to the fact that this was just another motocross in Southern California.



Herbert Schmitz, Champion of West Germany. Steve Stackable showed the Puch rider that Americans are tough to the finish.



The colorful riding style of this boyish Belgian, Jaak van Velthoven, is a result of his long arms and legs. He uses them for extra suspension and outriggers to go very fast around the GP circuit.

tional field.

But in the second moto, Mosier fell. Picking up his Maico from the dirt as the pack thundered away, Gaylon had a decision to make. He could have started his bike, gotten back on the course, picked up the rhythm and fought to the finish like he did in the first moto, or he could've given up. Faced with the ego-chilling possibility that he wouldn't be able to play with the big boys again, Gaylon cruised the moto and ended up classlessly a lap down at the finish.

Had he gone for it like Steve Stackable and Tommy Croft after similar setbacks, he would have easily broken into the top five. Instead he let a single bad break ruin an otherwise perfect day and a

Continued on page 70

RESULTS: 500CC WORLD CHAMPIONSHIP CARLSBAD, CALIFORNIA, U.S.A.

First Moto

1. Gerrit Wolsink, Netherlands	(Suzuki)
2. Graham Noyce, England	(Maico)
3. Gaylon Mosier, U.S.A.	(Maico)
4. Steve Stackable, U.S.A.	(Suzuki)
5. Herbert Schmitz, Germany	(Puch)
6. Jaak van Velthoven, Belgium	(KTM)
7. Brad Lackey, U.S.A.	(Husqvarna)
8. Vic Allan, Scotland	(CCM)
9. Tommy Croft, U.S.A.	(Honda)
10. Ake Jonsson, Sweden	(Maico)

Second Moto

1. Gerrit Wolsink	(Honda)
2. Pierre Karsmakers, U.S.A.	(Honda)
3. Brad Lackey	
4. Ake Jonsson	
5. Tommy Croft	
6. Adolf Weil, Germany	(Maico)
7. Tony DiStefano, U.S.A.	(Suzuki)
8. Herbert Schmitz	
9. Jaak van Velthoven	
10. Steve Stackable	

500 nationals

MOTOMASTERS & LAKE SUGARTREE

By Jim Gianatsis

Jimmy Weinert sat dejectedly on the ground behind his bike as mechanic Steve Johnson pushed the Jammer's works Kawasaki up against the starting gate. Jimmy was definitely in pain, his swollen right knee bandaged up and covered over with a huge knee/shin guard taped to the outside of his leathers. He was going to try to ride the opening moto of the 500cc National Championship at Moto-Masters Park in Mexico, New York. There

wasn't any choice, really, because he was out to defend his two-time National title in the class.

The gate dropped and Jimmy edged out Honda's Rich Eierstedt in the first turn to take the lead. Halfway around the track was a shallow, rutted mudhole. On the edge of balance in the tricky ruts, Jimmy stuck out his right leg for support and rammed it solidly into the ground. Pain shot up his leg and he tumbled over. The broken kneecap would take no more

punishment, putting Jimmy out of the race.

For the Jammer, gone was any chance at retaining his 500cc



The Rhinestone Cowboy lassos the opening rounds of the 1976 500cc Championship Series



The "Rhinestone Cowboy" was looking like his old self for the 500cc races as he styled on every jump he could find.

Championship, along with any chance of taking the 250cc Championship away from Tony DiStefano at the final race in the Series to be held in Southwick, Massachusetts, the next weekend. He would be out of racing for at least six weeks while his broken kneecap healed. Ironically, it was a stone thrown up by Tony D.'s Suzuki, as Jimmy followed him during practice to check out his

p. 45

Yamaha's rookie Bob Hannah showed remarkable versatility, scoring impressive finishes in his first two national championship rides on the big bike. (Jim Gianatsis)



lines, that shattered Jimmy's kneecap.

With Jimmy out of the way it seemed that either Tony D. or international stars Brad Lackey and Pierre Karsmakers, just flown over from their European battle-ground, would have a clear shot at this year's 500cc Championship. As it turned out all three of them would give it a hell of a try, but it would be youngsters Kent Howerton and Bob Hannah who would dominate the first two races on this year's 500cc National circuit.

THE MEN AND THE MACHINES

Both Pierre and Brad came from Europe having posted moto wins in the 500cc World Championships, and were highly pumped on their new works machines. Pierre had been waiting a long time for his new bike, which Honda had totally redesigned from the ground up. Cantilever-mounted gas Konis provided rear wheel travel well into the ten-inch bracket, matched by long travel front forks with forward positioned axle and external fork springs. Displacement of the reed valve inducted engine was rumored to be either 400cc, 450cc or 480cc. Rich Eierstedt and Tommy Croft took turns riding a new works bike like Pierre's, and one of the older RC400 models.

Bad Brad had a new prototype Husky under him in the form of a 360 CR punched out to 390cc. Up front Husky leading axle magnesium forks took care of the suspension chores, with Fox air spring shocks on back. Oddly enough, Kent Howerton wasn't allowed the latest works equipment as was Brad, but both he and mechanic Eric Crippa were highly ecstatic over their reworked production 360 CR with the magnesium leading axle forks and Fox shocks. Eric's creation worked so well under Kent that most of the other factory riders felt it was the best handling bike in the sand of Mexico, New York.

Suzuki had some updated RNs for Tony D. and Steve Stackable to keep them from feeling left out of

the suspension revival. Their bikes had new forks which used a combination of very light internal springs and air pressure to allow finer tuning for track conditions. Engine displacement could be either 370cc or 400cc.

Over in the Yamaha camp, both Bob Hannah and Rick had their new OW 26 works bikes, 400cc displacement rockets similar to their 250cc bikes which were unveiled at Hangtown. A new thermostatically controlled valve system in the rear monoshock, designed to keep the dampening rate constant when the shock's oil heated up, wasn't working as well as expected. Shock fade during the second moto at the Mexico race may just have prevented Hannah from taking the overall win from Howerton.

MEXICO, NEW YORK

When Jammin' Jimmy retired on the opening lap of the first moto at Moto-Masters' track, Rich Eierstedt took over the lead of the Bilstein-sponsored Series opener as Hannah, Karsmakers, Howerton and Maico's Gaylon Mosier took up pursuit. The leaders held their positions for about 15 minutes, then Hurricane Hannah picked off Eierstedt for the lead, and Kent moved around Pierce to take over third when the Honda began running ragged from sand that had gotten in the engine. Both Tony D. and Bad Brad had gotten poor starts and were racing each other back in about tenth place when a sand whoopdie pitched Brad head-on into a tree.

"One second he was in front of me and going forward," exclaimed Tony after the race, "and the next second he was bouncing off this tree and going just as fast backwards!"

Brad recovered from his crash, only to retire a few laps later when the sand gremlins destroyed his engine. Hannah maintained his lead to win the moto on a track that seemed to get rougher by the minute as Howerton picked off Eierstedt for second, and Gary Semics made an excellent charge

on his Kawasaki, up from 15th place at the start, to fourth.

Rich Eierstedt again holeshot the second moto as Stackable, Hannah and Howerton began knocking each other's tank decals off in a terrific battle over second. After five laps the pressure of holding off the three chargers became too much and Rich backed off the pace; his old model RC Honda was pitching him every way but loose in the deep sand. Short Stack now had the lead as Howerton began stuffing his front Trelleborg up the Suzuki's exhaust pipe. Rich wasn't the only one having handling problems in the sand, as Hannah's monoshock began to fade and send the rear end of his Yamaha bouncing. Bob was pitched off, but remounted quickly enough to hold onto his third place.

"I saw that Stackable was getting tired, and I figured that Kent would poop out too," Bob said afterward. "But Kent looked over his shoulder, saw me, said 'uh-oh' to himself and got past Stackable. Then I said 'uh-oh.' I knew then that he'd just been goofin' off. I wanted to go for it, but my bike was doing such swaps!"

Hannah picked off Stackable as well, but he couldn't reel in on Howerton. The bumps and sand whoops were almost impassable.

"You had to slow down to go around them. The bike was perfect!" The Rhinestone Cowboy was obviously pumped as he won the moto ahead of Hannah to snatch the overall win. Stackable crossed the finish line in third place ahead of teammate Tony D., followed by Semics. All it took to win was a strong body and a good handling bike. Kent had both.

AXTON, VIRGINIA

Brad Lackey had packed his bags and was headed back to Europe to race in the World Championships, leaving teammate Kent Howerton on his own to defend his Mexico National win against the Japanese teams. Kent hadn't been in winning form in almost a year and the Husky rider

MOTOMASTERS & LAKE SUGARTREE



was hardly expected to stage a repeat by winning the second race in the 500cc National Series at Lake Sugartree. Little did anyone realize that the Rhinestone Cowboy was just beginning to pick up his stride.

Six riders scrambled for the lead on the downhill off-camber turn from the start as the first moto kicked away. Karsmakers had the momentary front position, but before the first lap ended Rick Burgett was moving his throttle-peged Yamaha past Tony D. and Bob Hannah to keep Pierre company as Gary Semics and Howerton brought up fifth and sixth places. The six of them couldn't have been packed tighter than a close ratio gearbox as Burgett picked off Pierre on the fourth lap for the lead, held it a lap, then stalled his Yamaha in a turn to find himself in third place again. On the fifth lap, Tony took the outside line around Pierre to cut off the Honda pilot going into a turn and stuff him into the hay-



Foxy pit crew of Team Husqvarna's Eric Crippa and Chuck Sun.

bales. While Pierre recovered, Burgett slipped past again to take second spot behind Tony. Little Ricky was really pumped to regain the lead, this time from Tony, and kept his bike wicked to the stops on an uphill jump only to land on top of Tony who was slowing for an upcoming turn!

"I landed right on him!" said Ricky.

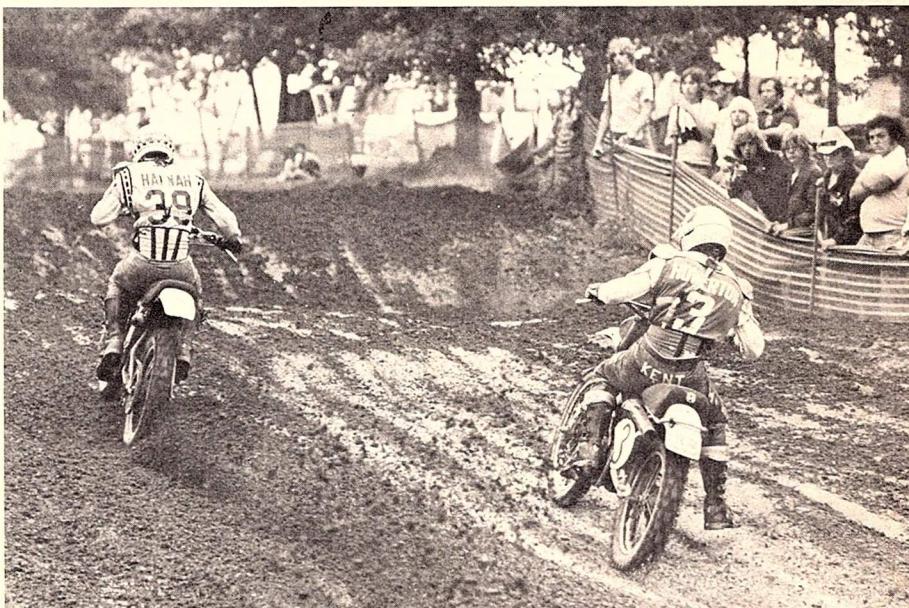
"It spit me right over the bars!"



Tony D.'s luck at the start of the Mexico moto...



. . . was no better than his second moto start at Axton.



Battling for the lead at Axton found Bob and Kent to be the only riders capable of staying up with each other.

MOTOMASTERS & LAKE SUGARTREE

moaned Tony. "I thought with the Jammer gone things would be all right. I was really relaxed, then I got smashed."

Hannah, Howerton and Karsmakers blasted by for the lead as Tony and Ricky picked themselves up. Bob held down his hotly contested front position for half the moto, then his monoshock suspension began to fade from the heat again and Bob was forced to turn the lead over to Kent. A few laps later Bob was out of the race when his rear sprocket was destroyed on a berm-hidden rock. Kent held off Pierre to win the first moto as Gaylon Mosier battled off Burgett and Semics to move up to third place. Tony limped across the line in 12th with a seized pair of rear shocks from his collision with Burgett. It had been the most exciting moto of the Series, and the spectators hoarse from screaming could hardly wait for more.

Tony just couldn't believe his luck in this year's 500cc Series as he got snuffed in the first turn by a sideways Rich Eierstedt as the final moto got underway. Soon, Tony figured, he will have equaled his getoff record held over from last year's 500cc Series.

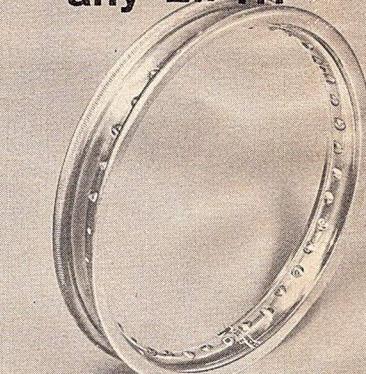
"I wanted to win in the 500cc, because I feel I really am a 500cc class rider instead of a 250cc rider where I hold the Championship, but these crashes in every moto are doing me in."

Bob Hannah snared the lead of the moto ahead of Howerton and this time, despite fading shock problems, the Hurricane held off the Rhinestone Cowboy for 45 minutes to take his second moto win of the Series. Kent was probably playing it cool, because

Bob's breakdown in the first moto meant that Kent only had to finish second this time and the overall win was his . . . making it two for two on the way toward a possible Championship. Karsmakers and Burgett ran slower in the second moto, dropping them back in the day's overall standings as a hard-charging Gaylon Mosier placed his Wheelsmith Maico in fourth behind Steve Stackable to garner Gaylon second overall.

With five races still to be run in the 1976 AMA 500cc National Championships the Series is hardly sewn up, but both Kent Howerton and Bob Hannah have put enough of a scare into the established big bike stars to show they aren't playing around. The Series could evolve into a battle between Kent and Bob, but a lot of other things can happen before the next race in St. Peters, Missouri. Brad will be back from Europe. Jimmy will have healed up his knee. And Tony, Ricky and Pierre just might stop falling down . . .

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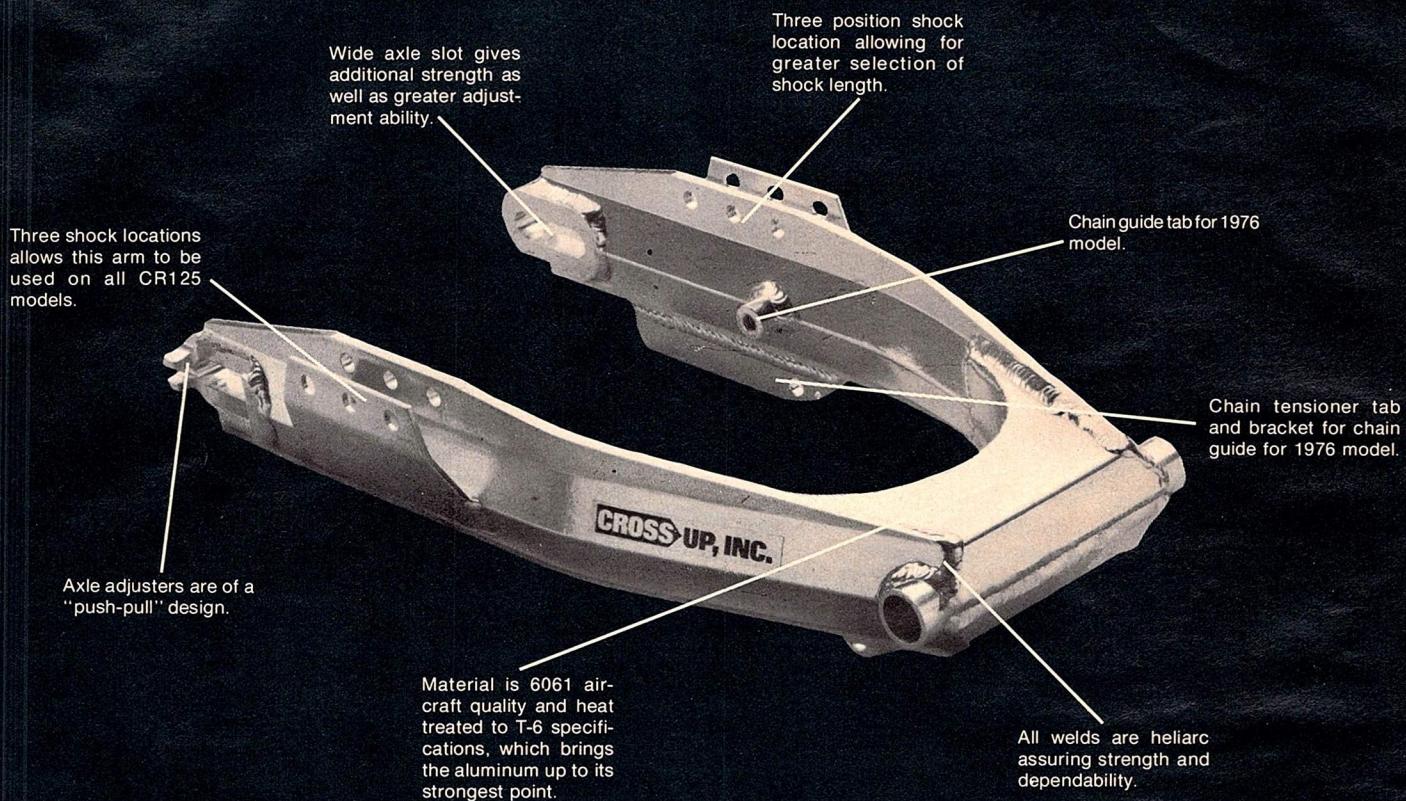
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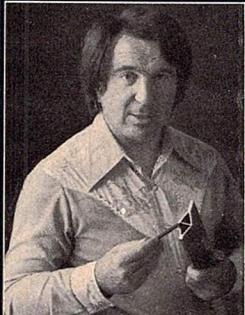
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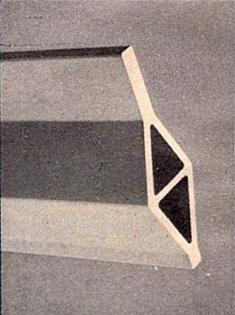
John Blum is now the man bringing you Cross Up, Inc., with products like Cross Up's new SWING ARM. Run without it and you'll chance the heartaches that stock parts make for you; with it, and you'll have a chance to go for it. John Blum has been both places before.

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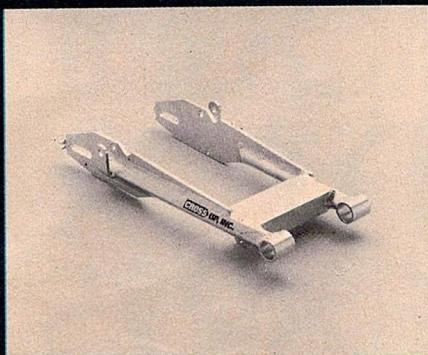


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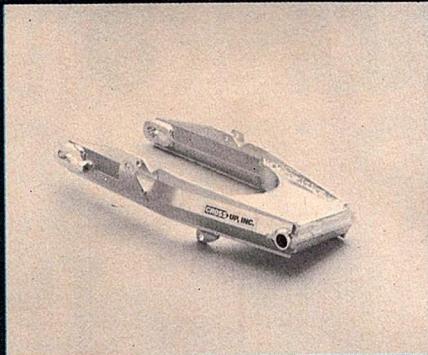
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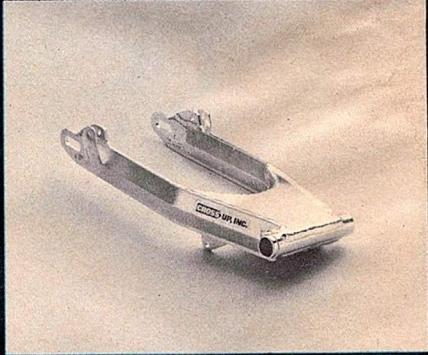
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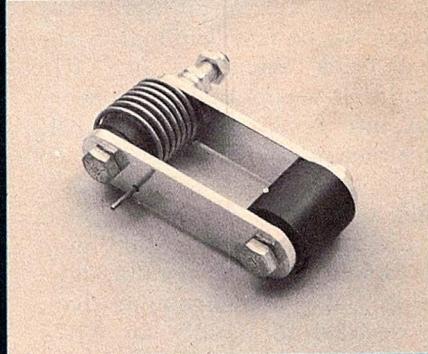
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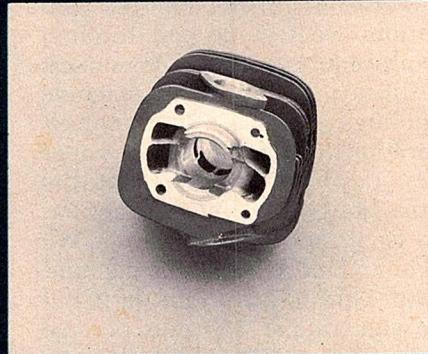
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FORWARD MOUNT SUSPENSION FOR THE XR75

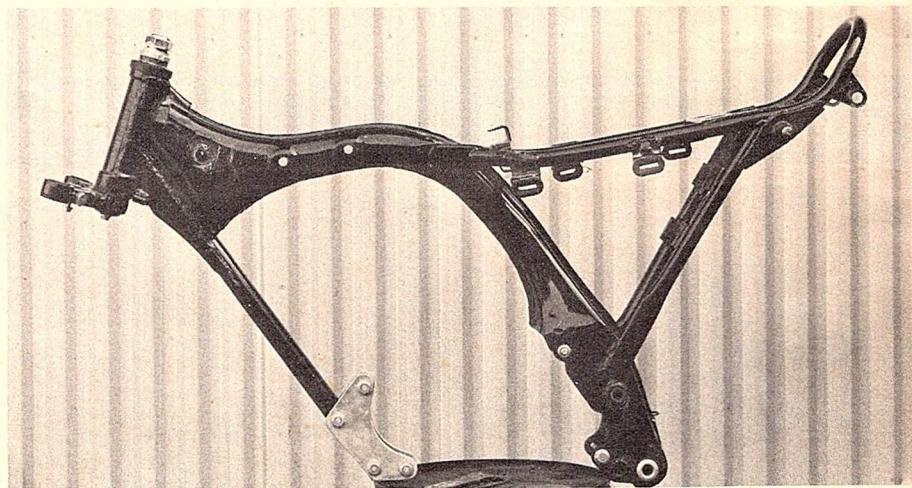
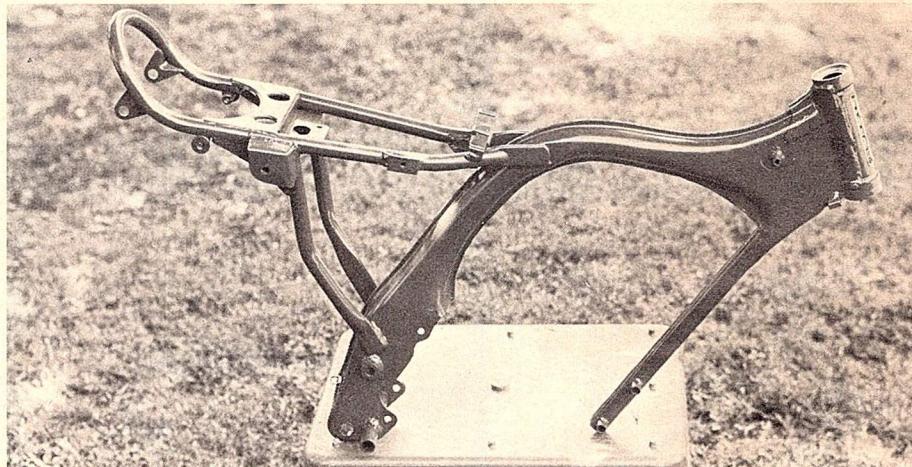
The most popular pit bike at any motocross, be it a National or the local track event, is an XR75 Honda. It seems that more work goes into tricking out this little after-race scoot than is being given to the race machine itself. Also, some of the pit bike races at the end of the day are often far more spectacular than the regular day's racing. Being so inclined ourselves, we decided to modify an XR75 frame to take forward mount suspension.

In the following photos and captions we'll guide you through the procedures necessary to convert the little XR into big-machine handling. It's a do-it-yourself operation if you have the proper tools. If you don't, then take the instructions to someone who has and see if they'll do it for you. We did our XR at Al Baker Racing, and if you want to have him do it it'll cost you around \$50 plus postage for your frame. His address is in an advertisement somewhere in this issue.

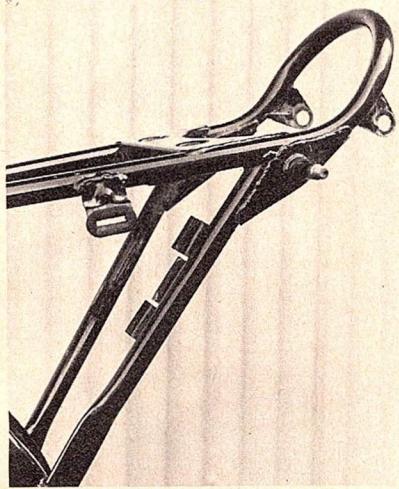
It's only fair to warn you that Honda will be releasing a new middle-of-the-year XR75 which will have similar frame mods in the stock configuration. Don't tell them we told you, because we weren't supposed to know. We are doing this in two parts.

The first part of this two-part article (which you have now) will consist of the frame modifications, and then next month we will show you the swingarm and shocks to use plus something to do to the forks to help the front end handling match the plush new rear suspension.

Part one of two parts showing you how to give your pit bike big bike handling for the race after the race.

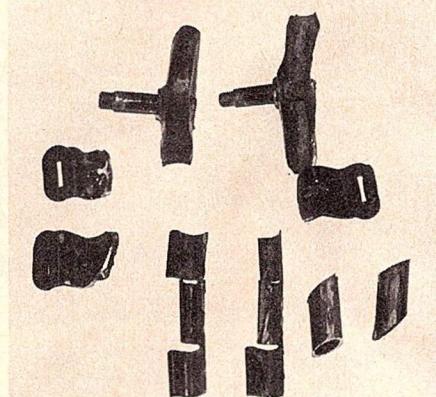


First procedure is to strip the bike to the bare frame. If you're going to ship it to Al Baker Racing instead of doing it yourself then you might as well remove the triple clamp/stem also.



1

Using a body grinder with a cutoff grinding disc, we are going to remove the shock mounts, number plate brackets and the tabs on the two downtubes.



2

When done, this is what has been removed. We left the one tab on the frame for the air cleaner assembly. If you use a custom unit, then it too can be removed.



3

Using the edge of the grinding disc, cut into the weld of the brackets *without* cutting into the frame tube. Go slow. When it is thin enough to break off, use pliers to break the tabs from the frame and a hammer to knock off the shock mounts.



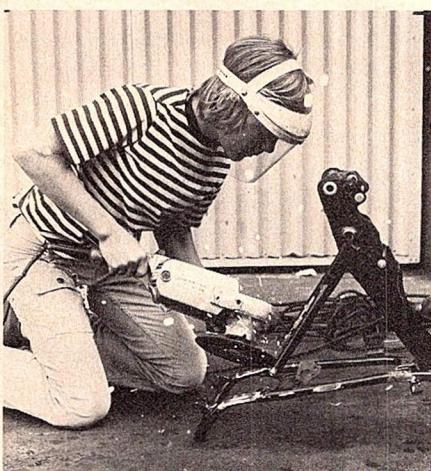
4

Cut the downtubes as close as possible to the seat base frame tubes.



5

Measure $11\frac{1}{4}$ inches and cut each downtube at an angle as shown by the pen so that when the tube is bent it will conform to the new position without too much gap.



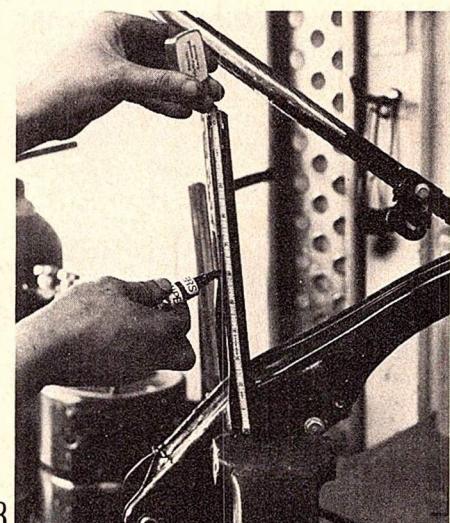
6

Grind off the rest of the debris from the frame, being careful not to take any metal from the frame itself. Use eye protection and keep a good grip on the body grinder because they're dangerous when you catch an edge.



7

Before welding file or grind down the frame surface to make it smooth.

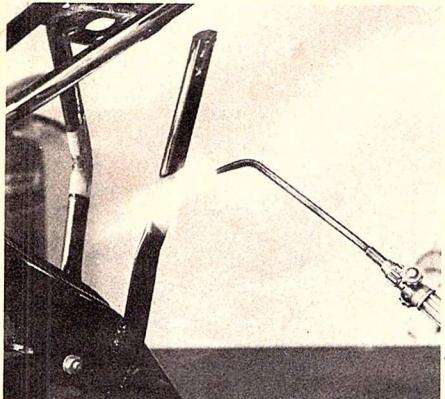


8

Measure and mark the downtubes six inches as shown and apply heat to a half-inch on either side of the mark at the *back* of the tube.

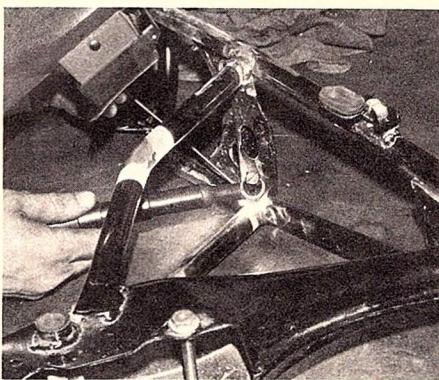
FORWARD MOUNT SUSPENSION FOR THE XR75

Continued



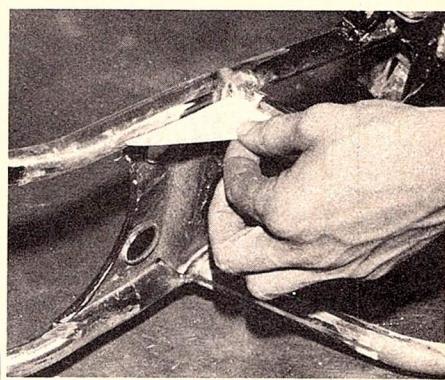
9

When it's hot enough to bend, hit the top section with a hammer until it meets the seat base tubing.



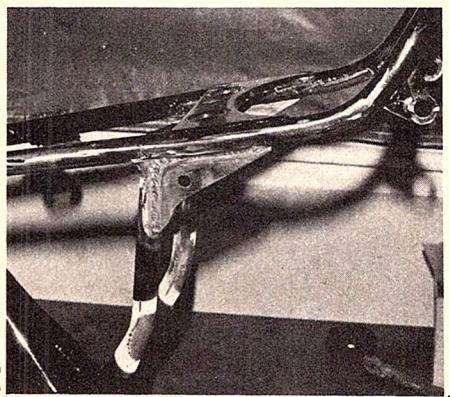
10

Weld the tubes in place at their new position. It's better if you can have it heliarced instead of regular gas welding.



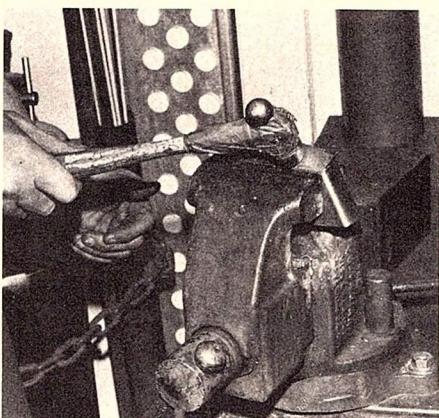
11

Cut paper templates for your new shock mount, and then cut the sheetmetal using the paper template as a guide.



12

Weld the new brackets in place and drill shock bolt holes, allowing space for the shock eye to clear the frame tubes.



13

Again, make a paper template for the outer shock mount bracket and cut the sheetmetal accordingly.



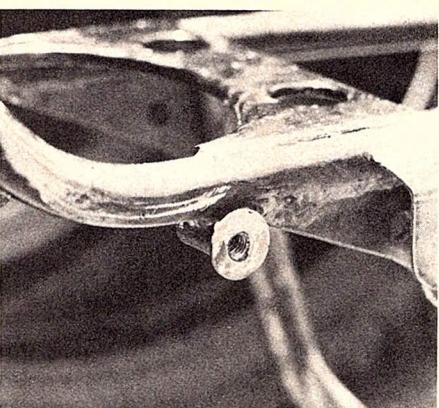
14

Check the clearance of the shock eye before welding in place. Use a shock spacer for a guide.



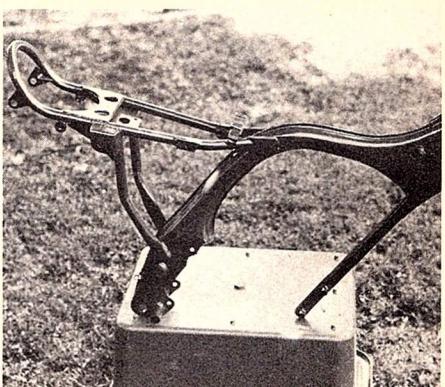
15

Tack the bracket in place, drill the outer bolt hole and with the sleeve in place for spacing finish the weld.



16

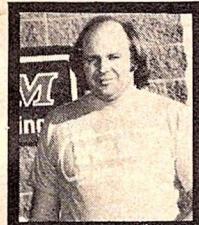
We used some threaded tubing for new seat brackets but a tab or some other means of attachment can be used instead.



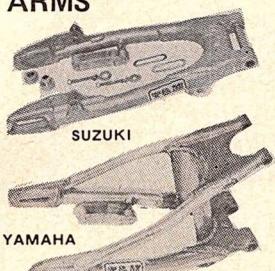
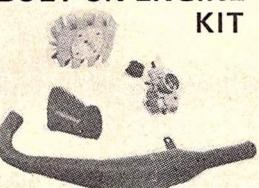
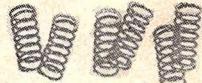
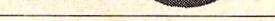
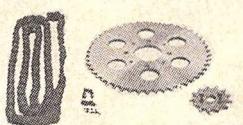
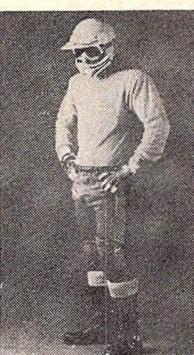
17

A coat of Lubri-Tech's Honda red paint was used to give the new frame mods a touch of class. Now it's ready to be put back together again if you haven't already lost half the parts.

DAN HANGSLEBEN, formerly the D of DG Performance and associate of T & M Engineering and the builder of Danny Turner's National #3 CR 125, has moved to the midwest to bring you the best in high performance Motocross parts and accessories. Here are just a few.



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A GP win is a team effort. Nancy, Marty, Steve, Loretta, Ishikawa (kneeling), Mr. Kojima and Jon R. made it all possible.

The fifth round of the 125 World Championship series led the troops to Denmark, 100 kilometers south of Copenhagen near the town of Naestved to the hard-packed, grass-covered Nissebjert circuit. The track itself is nasty, with plenty of WFO, haul-ass straightaways that hurtle the rider into tight, rock-festooned hairpins, crunching dropaways, soaring

ramp jumps and monster berms.

After a disappointing performance the weekend before in Belgium, Team Honda had made several modifications to strengthen the factory Red Wonder 125 so it could survive the grueling European tracks and assure factory rider Marty Smith of a decent chance against the rest of the GP crowd. It worked.

125cc world championship GRAND PRIX OF DENMARK

photos by David Maltais

MOTO ONE

Smith jumped off the line first, clicked away at his gearbox till it would click no more, and finally came skidding into the first turn in the lead. Gaston Rahier, of course, was right behind. The two quickies wasted no time in pulling away from the pack and started a personal battle way out front. Smith was working to keep Rahier behind him, but as Marty replied

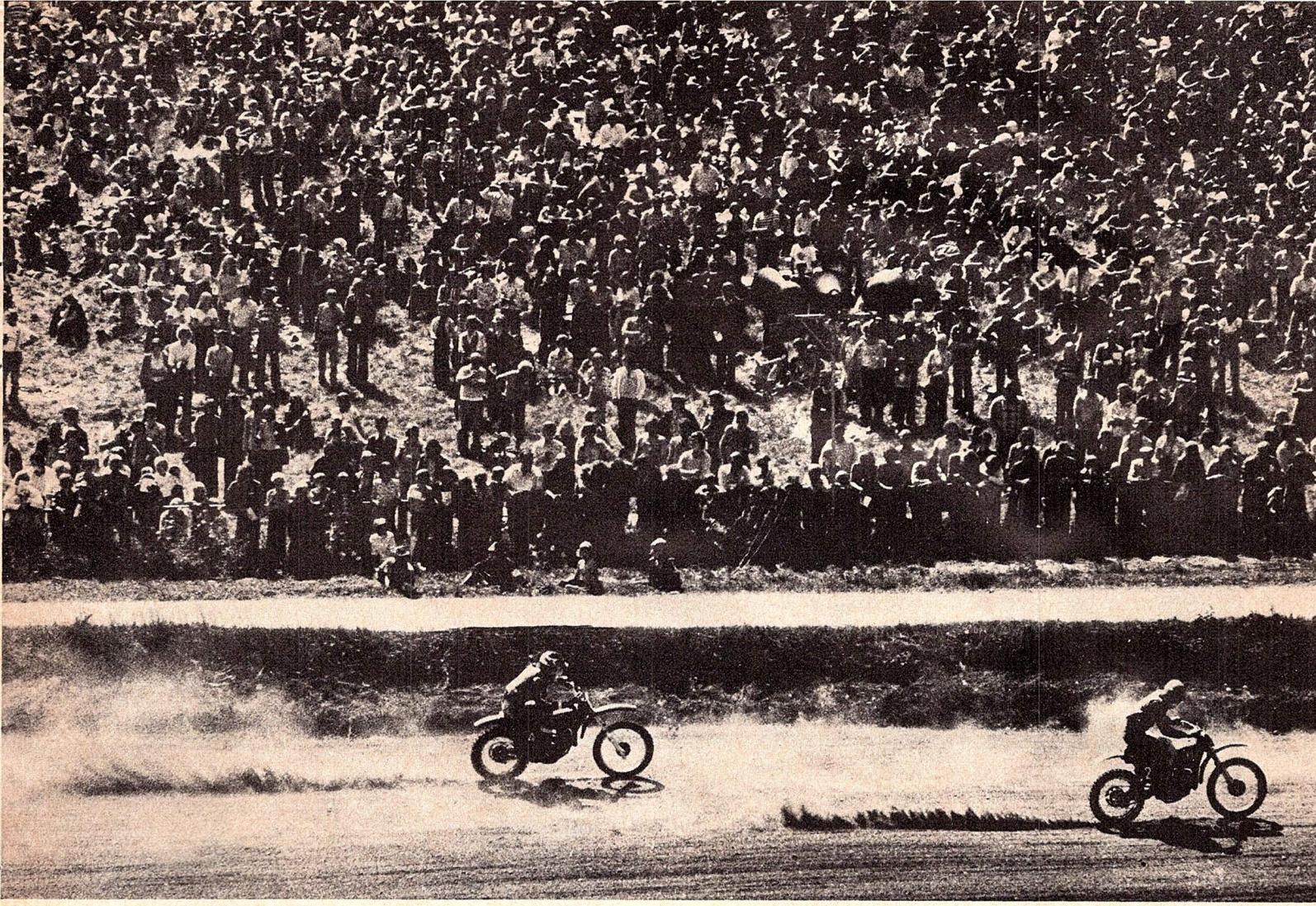
Marty Smith cranks to his first full-on GP victory in Europe

later, "Gaston is always right in there going for it, he never lets off at all." Rahier soon started gaining on Smith, but as the two crested an awkward off-camber uphill turn, Smith braked and Rahier bailed. The little Belgian quickly rejoined the race, but his tumble had allowed Smith to build up a sizeable lead.

Halfway into the long moto, Marty's shocks went away completely and Rahier started to catch



Marty Smith borrowed a pair of M. Robert leathers from Rahier after he was informed that he couldn't wear his nylon Kohos onto the track for practice.



With his rear end bouncing all over the track, Marty Smith held it on all the way for a second in the opening moto.

Here he's passing lapped Suzuki rider Gerald Camal of Belgium on one of Nissebjert's gear clickers.



up to him. With the Honda prototype handling erratically on the bumpy, Nissebjert circuit, and a painful side ache developing in the American rider, Rahier had no trouble overtaking Marty and going on to win the first moto. Smith came bouncing in only ten seconds behind the Suzuki to cop a well-deserved second.

MOTO TWO

At first it was an instant replay. Smith shot to an early lead, with Rahier hounding him from behind. Once again, Marty braked for a tight corner, and, once again, the hard-charging Rahier slammed into the Honda and went flying. Smith took advantage of the situation and wailed. Gaston remounted quickly and screamed off after the teenage star. Cooking down a wide-open straight tapped out in sixth, Rahier got radical and ate it again, only harder. He got up, shook his head, straightened his bike and went for it once more, while Jiri Churavy tried to catch him from behind. Rahier

Between motos the factory Honda was fitted with a pair of Hulco shock absorbers from Holland that Rahier

had brought with him for Marty to try out. They worked much better than the pair in the first moto.



125cc world championship

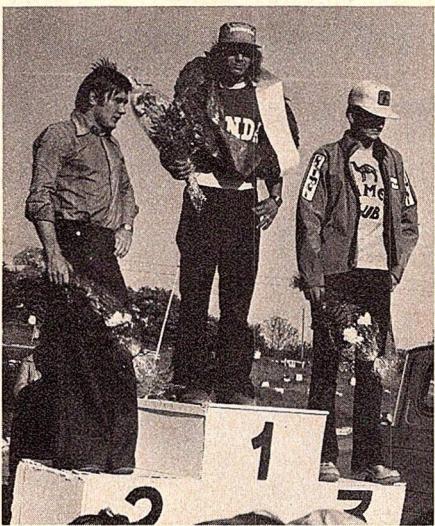
DENMARK



Gaston Rahier relentlessly pursued Marty Smith throughout the day, gaining a first-moto win and a bent Suzuki for his efforts.

pulled all the stops to gain on the long-gone Honda, and in doing so went down for the third time.

With his bike a little bent and Smith out of sight, Gaston wisely called it a day and retired. Smith cruised in for an easy win, while Churavy and his Czech teammate, Zdenek Velky roosted in for second



These guys picked up the most GP points in Denmark. Marty won, Jiri Churavy grabbed second on his CZ and Italian Dario Nani scooted his works Gilera in for third.

and third.

This year's 125cc World Championship is more than a series of races, it is a challenge, a duel of sorts, between two very talented individuals. Marty Smith was undoubtedly the hottest 125 pilot in the U.S. Gaston Rahier was the World Champ. When Honda agreed to send Marty over to Europe for the GPs, an interesting stage was set. Each race is a personal battle. At Denmark, Marty won, and that's saying a lot.

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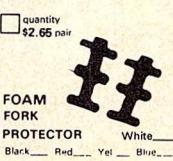
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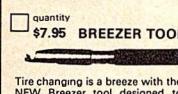
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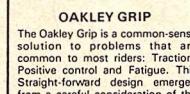
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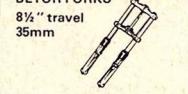
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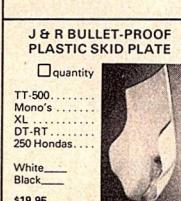
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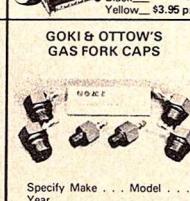
CT-1	CZ	250-400	1972-75
CT-2	Honda	CR-125	1973-74
CT-3	Honda	CR-125	1975
CT-4	Honda	CR-250	1973-74
CT-5	Honda	CR-250	1975
CT-6	Honda	MT-250	1973-74
CT-7	Honda	XL-250	1974-75
CT-8	Husqvarna	250-400	1970-74
CT-9	Suzuki	RM 125	1975
	Yamaha	100-125	1972-75
		250-360	400-500
		MX & YZ	
CT-10	Suzuki	TM 250	1974-75
CT-11	Yamaha	DT 250	1968-75
CT-12	Husky	250-360	1975
CT-13	Buttaco	250-360	1975
CT-14	Suzuki	RM 250	1975
CT-15	Kawasaki	KX 250	1975
CT-16	Yamaha	YZ-80	1975
CT-17	Yamaha	YT-500C	1976
CT-18	Honda	XL 350	1976
CT-19	Honda	XR 75	1975-76
CT-20	KTM	125-175	1974-75
		Pentox	
CT-21	Can-Am	125-250	1975
CT-22	Maico	250-400	1975
		450	1975½
CT-23	Yamaha	XT-500	1978
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product evaluation

A while back we did an article on several different ear plugs. Mainly it was just a show-and-tell type of thing, but we also tried to point out that you should have some type of hearing protection when involved in any sport, occupation, hobby or endeavor which places you in a position to damage your hearing. Motocross is in this category, and whether you believe it or not your hearing is negatively affected by it and you could possibly be damaging it for life.

Have you ever heard a ringing sound in your ears or felt pain after they are subjected to a particularly loud noise? If so, you have been experiencing possible permanent damage to your hearing.

Permanent destruction of auditory nerves commences at about the 90 db level. If this doesn't mean anything to you, here are a few typical examples of sound, as rated in decibels:

0 db — Not dead silence, but rather the faintest sound a normal ear can detect.

30 db — Whispers or leaves rustling in a gentle breeze.

60 db — Normal human voices at average conversation level.

80 db — Heavy traffic, a packed cocktail party, a loud voice.

100 db — A typical small but noisy shop; we've just passed the critical point for human ears, which averages about 90 db.

120 db — Hi-fi stereo systems at top output, any of the more strident rock groups at close range.

140 db — An average shotgun, 12 gauge.

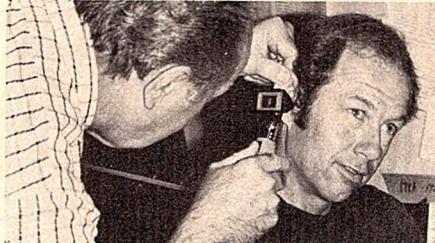
160 db — A jet engine.

As you can see by the figures indicating the db levels, anything over 80 dbs becomes offensive and dangerous to your hearing depending on your proximity to it. The numbering system used for rating db levels is sometimes misleading if you don't know that the higher figure compounds as it gains in numbers. In other words, if you had a 70 db noise and an 80 db noise, it's simple arithmetic to tell you that it's 10 dbs higher in sound-noise. Then if you took the figure of 80 db versus 90 db, it still is 10 db difference by simple math, but in reality there is ten times the

THE PROTECTEAR™

Each time you've experienced a ringing in the ears or winced at a loud sound you were most likely destroying a part of your hearing.

By Dick Miller



Before taking an impression of the ear cavity for the Protectear the ear has to be checked with an Otoscope for any problems.



A cotton ball is used to block off the end of the canal to create a dam so that the impression material stops at the proper point. It takes about ten minutes for the material to set up.



When hardened, the mold is carefully removed from the ear. The string is attached to the cotton ball dam to facilitate an easy removal. Obscene, isn't it!



The finished mold is then sent to Hocks Laboratories in Oregon for processing and in a matter of days comes back as the Protectear.

difference between the two figures. It's a logarithmic progression, if you're interested, and if I'd paid more attention in my math class in school I would have explained it better.

In the late '60s in some of the first off-road races such as the Baja 1000, I sometimes spent as much as 14 continuous hours on a racing motorcycle, and at that time silencers were rare on race bikes. After these events my ears would ring for several days. What I know now is that that ringing sensation damaged sound nerves in my ear, which were dying. The ear only has so many of these auditory

nerves and when you damage enough of them you lose your hearing. At the time, many of us stuffed cotton, toilet paper or what have you to keep out the noise. None worked well enough to matter much. If you used a solid-type substance such as wax it prevented your inner ear from all contact with the outside air. Sometimes this causes a situation of vertigo or dizziness which isn't the hot setup when racing a bike.

The only ear device that seemed to work well for me was the Lakewood ear plugs — which had a little valve in them which was supposed to close when subjected

to the pressure of a loud noise. You could carry on a normal conversation using them which you couldn't do with the wax, cotton or foam-type ear plugs. However, a major problem was in keeping them in place in your ear. None of these plugs were comfortable to use, which usually meant that you didn't use them.

In a conversation with Penny Gardner at the Saddleback Trans-AMA (Rich Thorwaldson's sister-in-law, she's a twin and works for a large ad agency), she mentioned that one of her accounts had this neat device to protect your hearing that was supposed to be comfortable to use. The company's name is Aural Technology and when I called I spoke with a Tom Woods. Tom explained their hearing protector to me and how it worked. He added that although he didn't know of any motorcycle racers using the product, many of

the top car drivers such as Bobby Unser, Roger McClusky, Mario Andretti and others are using it with great success. He further stated that many of the state and city agencies are presently using them for their employees who are subjected to excessive noise in their daily work activities. He said that they have fitted "The Protectear" to many motorcycle officers with excellent results, and felt that there should be no problem using them for racing motorcycles. He wanted to fit me with a set. I agreed to try them and give him my feedback.

When using the Lakewood plugs or even cotton and toilet paper stuffed in the ear, it is difficult to keep them in your ear when you're bouncing all over the place on a bucking motorcycle. When they do fall out they tend to distract you by ricocheting between your helmet and your ear while you're racing. Sometimes they'll fall out of the

helmet, but not always. Another problem is getting your helmet on without knocking these various devices out of your ear. A large drawback is not being able to hear someone talk or yell at you, and since your ears are plugged you tend to yell at everybody instead of talking normally.

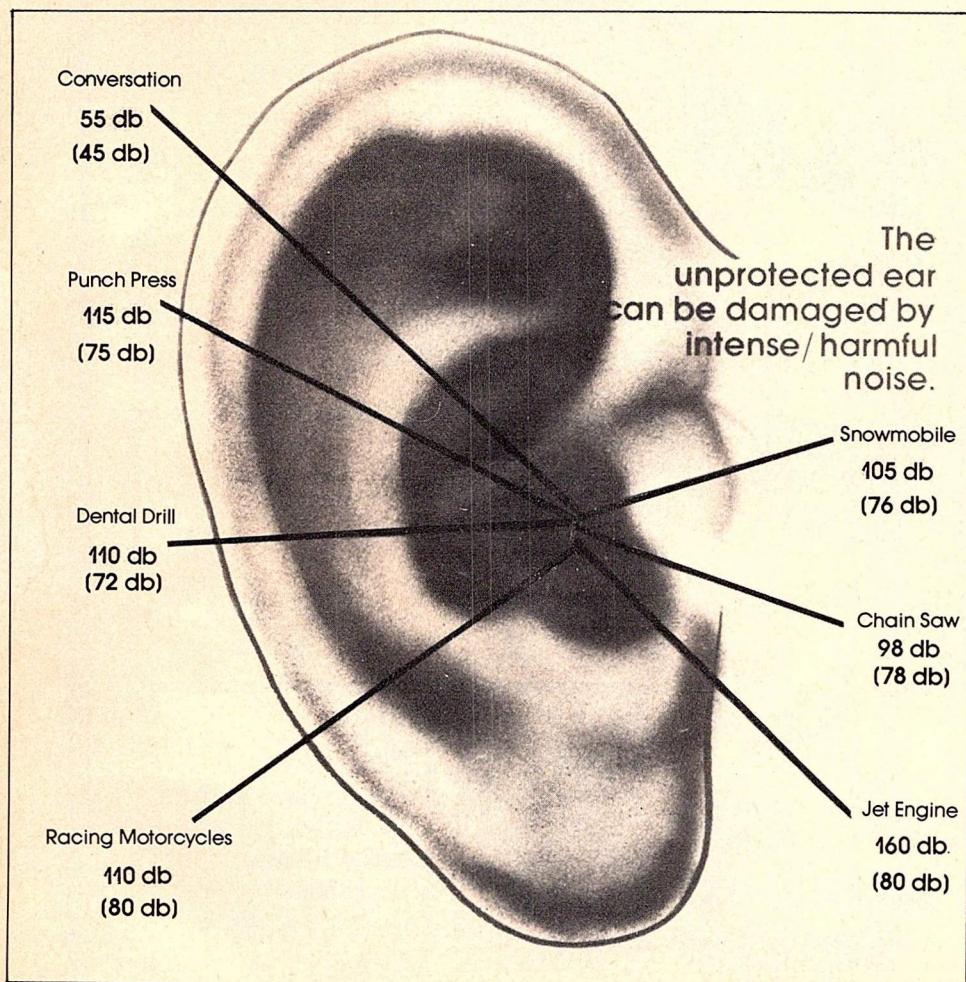
The Protectear takes care of most of these problems. First a mold, or impression, is taken of your ear cavity which, if done correctly, fits the hearing device snug and flush with the ear surface. It is held in place by the contour of the ear and will stay there under quite a large amount of jostling. The mold is then sent to a laboratory and reproduced in a soft vinyl material. Inside the mold there is a canal which allows outside air to the inner ear. Inside the canal there is installed an acoustical filter which filters out any noise over 80 db from reaching the inner ear. The 160 db level of a jet engine would be perceived by the ear using the Protectear as 80 db, yet normal conversation is only changed slightly. The Protectear is easily washable in soap and water and is non-allergenic. The laboratory keeps your mold for three years in case you need a replacement because of damage or loss.

I've used my set of Protectears in two long off-road races since I've received them, and also to photograph several motocross events where I've been within a few feet of the screaming engines. The only difficulty I've experienced was trying to figure out which ear used what mold. I finally had to mark them left and right.

They worked great for me in every situation in which I used them. I found that my fatigue factor was much lower when racing, which I expected it to be, but I was pleasantly surprised as to how much. The more I wore them the less I was aware there was something sticking in my ear. I think that if you give the Protectear a try you'll be surprised at how easy it is to concentrate on your riding while racing, and that means you'll be going faster.

How much is it? About 20 bucks, sez Tom Woods. If you're interested, contact him at Aural Technology, Inc., 12722 Riverside Dr., North Hollywood, California 91607; (213) 760-2020.

Exactly what happens to sound levels when you wear the Protectear™.



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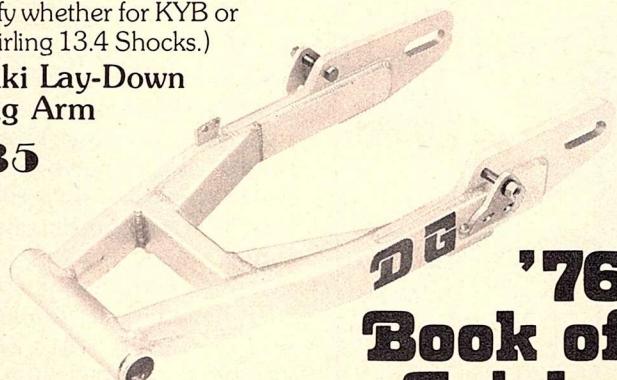
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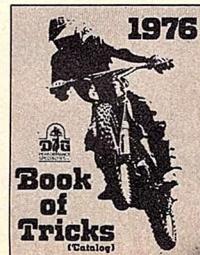
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ON THE MAINJET

Continued from page 5

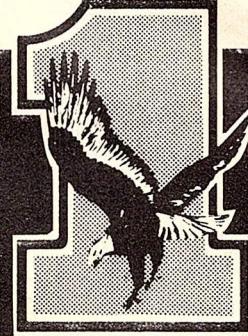
racers think they know more than the factory, and therefore if the owner's manual tells them to service the freostat after every two motos it means they are just being overly cautious. The racer figures he can do it every ten motos and it will be more than sufficient. If the freostat breaks the bike after four motos of competition without service the reason is, obviously, poor quality and engineering. In the racer's mind the bike should have been engineered to withstand his abuse or they shouldn't have sold it to him, and since it is breakable the distributor should take care of it, without charge. Don't laugh, it happens every day. I wonder how many people who think this way have ever considered the reliability of the factory racer bikes — with all the large amounts of dollars and mechanics available to prevent mechanical failures, they still break.

A race machine needs preventative maintenance on a regular basis whether you like it or not. The less it receives, the more likely you are going to break it. The more radical and trick it is, the more likely you are going to break it. It is as simple as that. You cannot get away with laziness regarding maintaining your race machine anymore. It's the price you have to pay for the power and thickness of a pseudo-factory race machine. Now that the distributors and manufacturers are giving us what we want, we have no one to blame but ourselves when it breaks if we don't heed their suggestions on how to maintain it. They knew in the beginning that we wouldn't take care of a real "race" bike properly; don't you be the one to substantiate it. . . . Cleaned your air filter lately?



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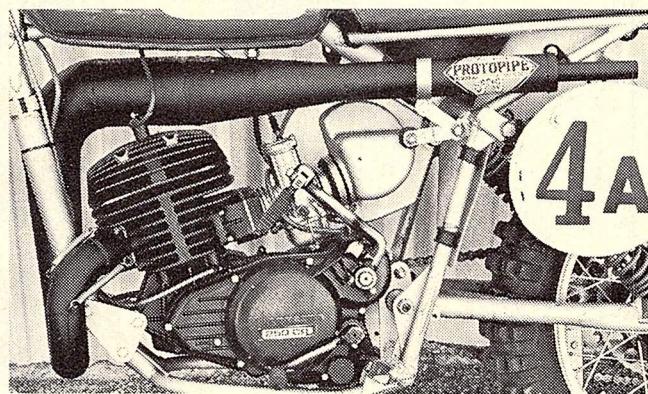
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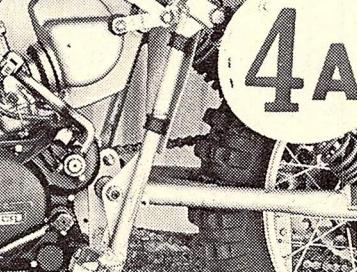
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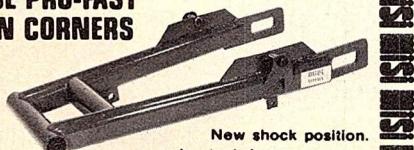
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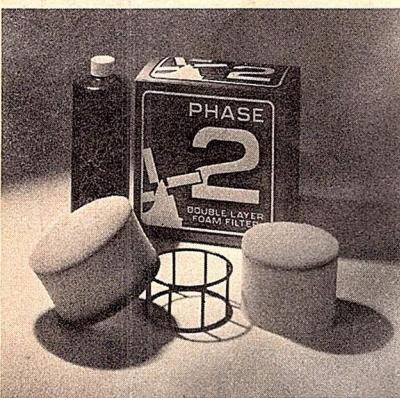
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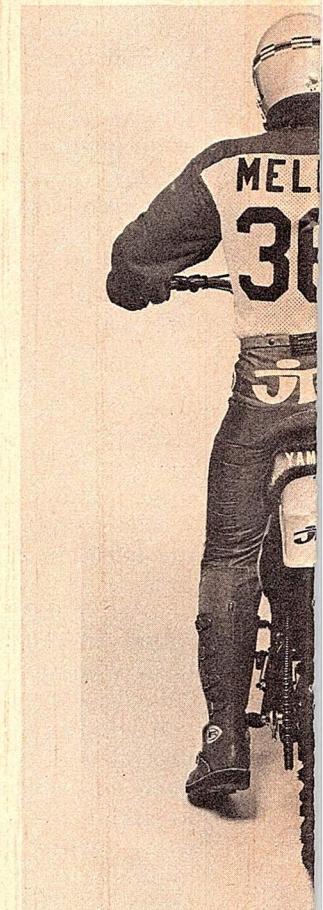
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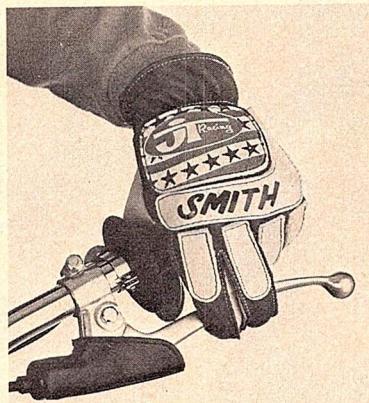
Jerseys (AMA Regulation sized

Name (back)

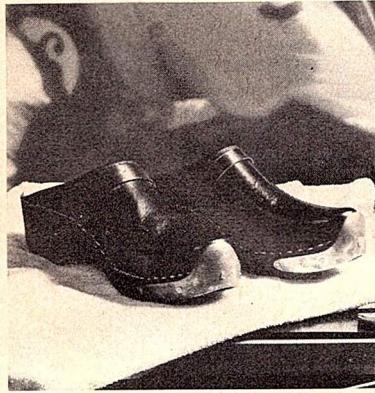
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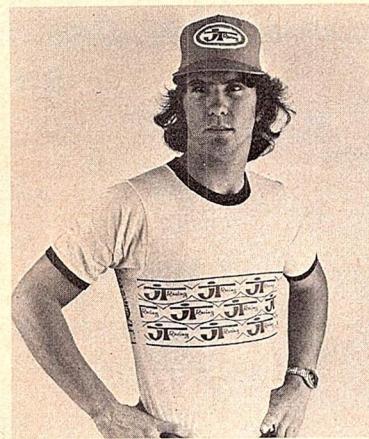
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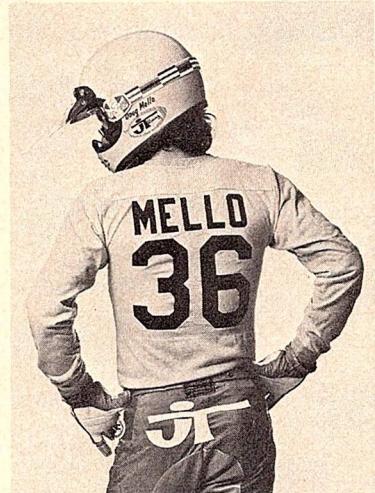


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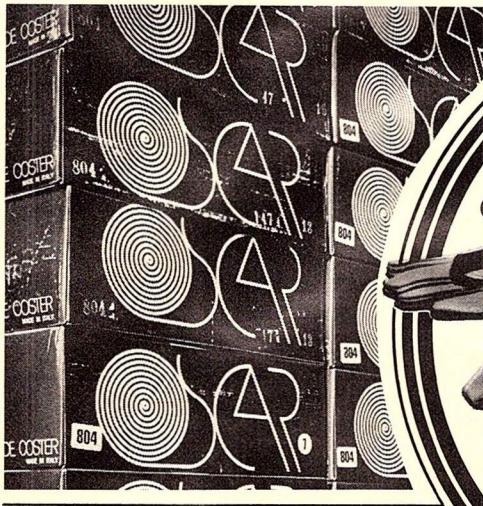
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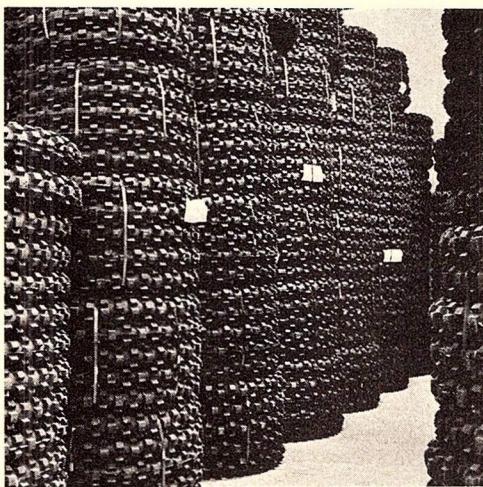
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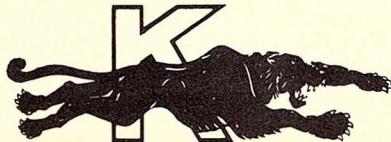
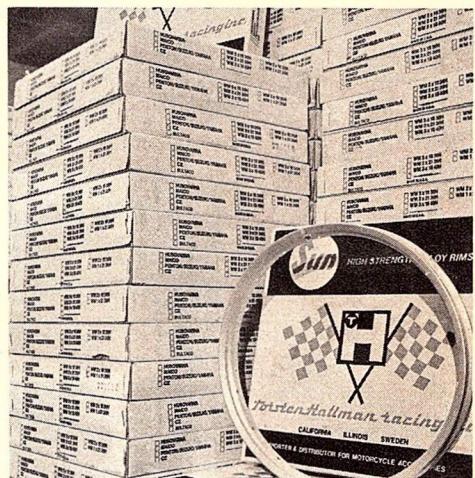
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Continued from page 10

prayers to Roger DeCoster every night, but Suzuki is pukey when you're fond o' Honda.

Chris O'Leary
Saratoga, New York

FLORIDA WINTERNATIONALS

Dear MXA:

In your July article on the NML Winternationals you have an excellent photo of an unidentified rider. This unidentified rider is



James R. (Jimmy) Fitzgerald, 17, of Pensacola, Florida. He was second overall in the series behind Mark Tyer of California. Jimmy rides for Rocky's Cycle Shop in

Pensacola, and we think he's one of the top 125cc pro riders in the South.

Mary M. Fitzgerald
Pensacola, Florida

MAINJET MILLER HOT AGAIN

Dear MXA:

Once again Dick Miller has sent the bucks-up advertisers high-tailing and left the high-budget magazines trembling in their racks. My kid became so emotional reading the July Mainjet, he fell asleep before *Welcome Back Kotter* came on.

Preston Petty
Newberg, Oregon

CARABELA HOLIDAY

Dear MXA:

I can understand why the Carabela factory has shrines in their plant. I always say a few prayers before I get on my 125 Caliente.

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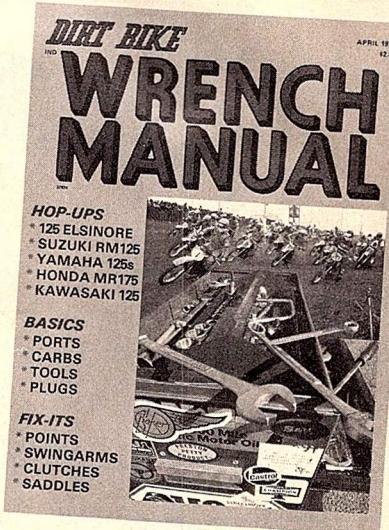
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WING NUT

Continued from page 13

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The Next Jim
Pomeroy
Burnt-Pursangville,
New York

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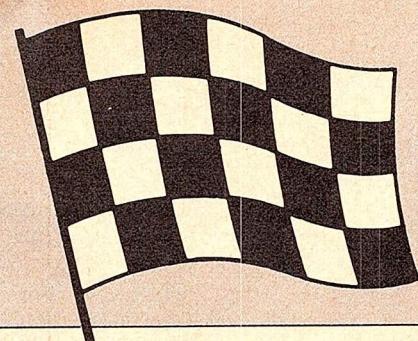
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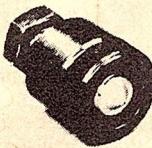
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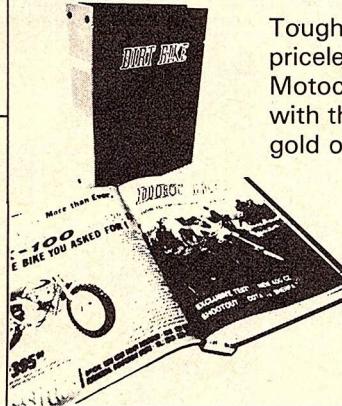
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Dec. 73	Marty Trippes Wonderboy
Jan. 74	Grand Prix
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April 74	Combat Wombat
May 74	The Sang Gang Takes Over
Aug. 74	DeCoster Interview
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HANG TEN GP

Continued from page 43

strong finish in world championship competition slipped from his fingers.

That finish went to Tommy Croft. He too was only lapping Carlsbad at his standard CMC pace but he made it stick. Although reaching the bottom of his small bag of tricks several times in the two long motos, Croft came back each time with surprising reserves of strength and determination to outlast his European opponents and score a huge personal victory.

There was one, an American, who was riding at a pace comparable to Wolsink's, but ironically he wasn't even entered in the race. Kent Howerton, Husqvarna's Rhinestone Cowboy, leading the 500cc AMA National Championship with two overall wins in two outings on a virtually trouble-free production 360, came to Carlsbad in full stride but had to pit the peak of his motocross talents against a mob of unworthy locals in the 250 Support race.

It seems Husqvarna's race directors, in particular Rolf Tibblin, got their business cart considerably in front of their racing horse and entered Howerton in the Support race with visions of full-page advertisements proclaiming a clean sweep of the USGP. Kent had no choice. He did what he had to do and easily won both heats of the Support race with lap times on the short-stroke disturbingly close to Wolsink's. Lackey, who according to Husqvarna was supposed to win the big one, never got closer than a half a lap to his objective.

Wondering how well Howerton would've done against Wolsink is like wondering what happened to the good old days when the Support races weren't infiltrated with factory ringers.

One thing is for sure: Now Wolsink is going to have the pressure on him. It remains to be seen whether or not he'll feel it, but regardless — in America, when someone comes out the winner as many times as he has, you can bet there will be a sizeable group of motocross fans coming to Carlsbad next year to see the dentist get his teeth pulled.

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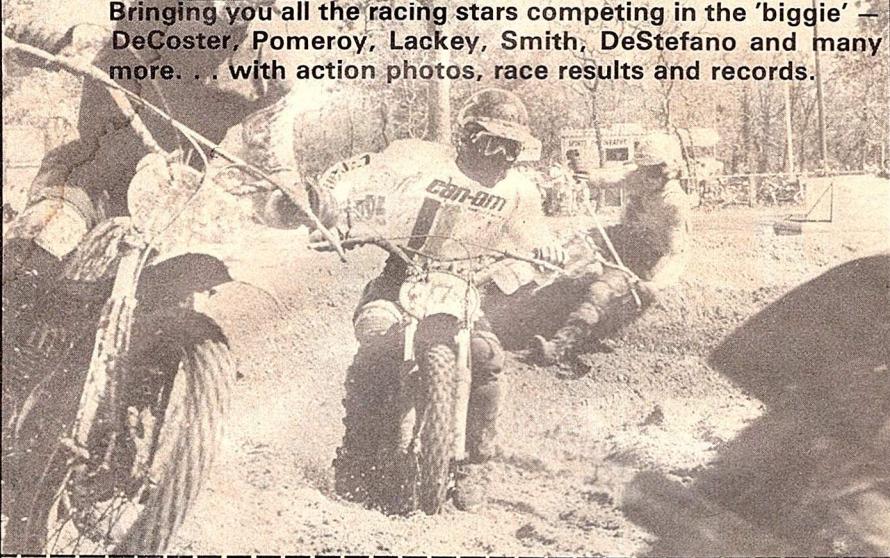
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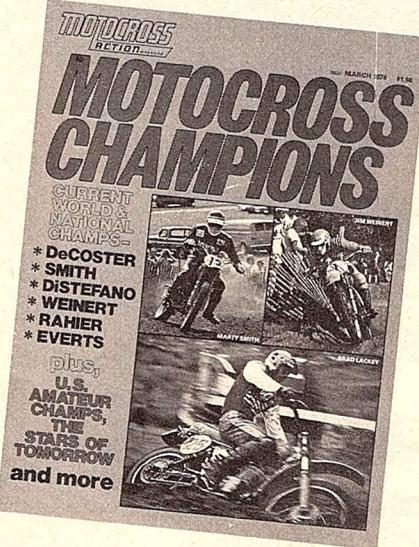
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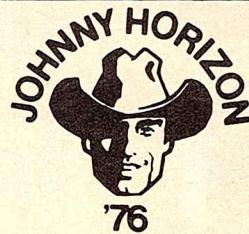
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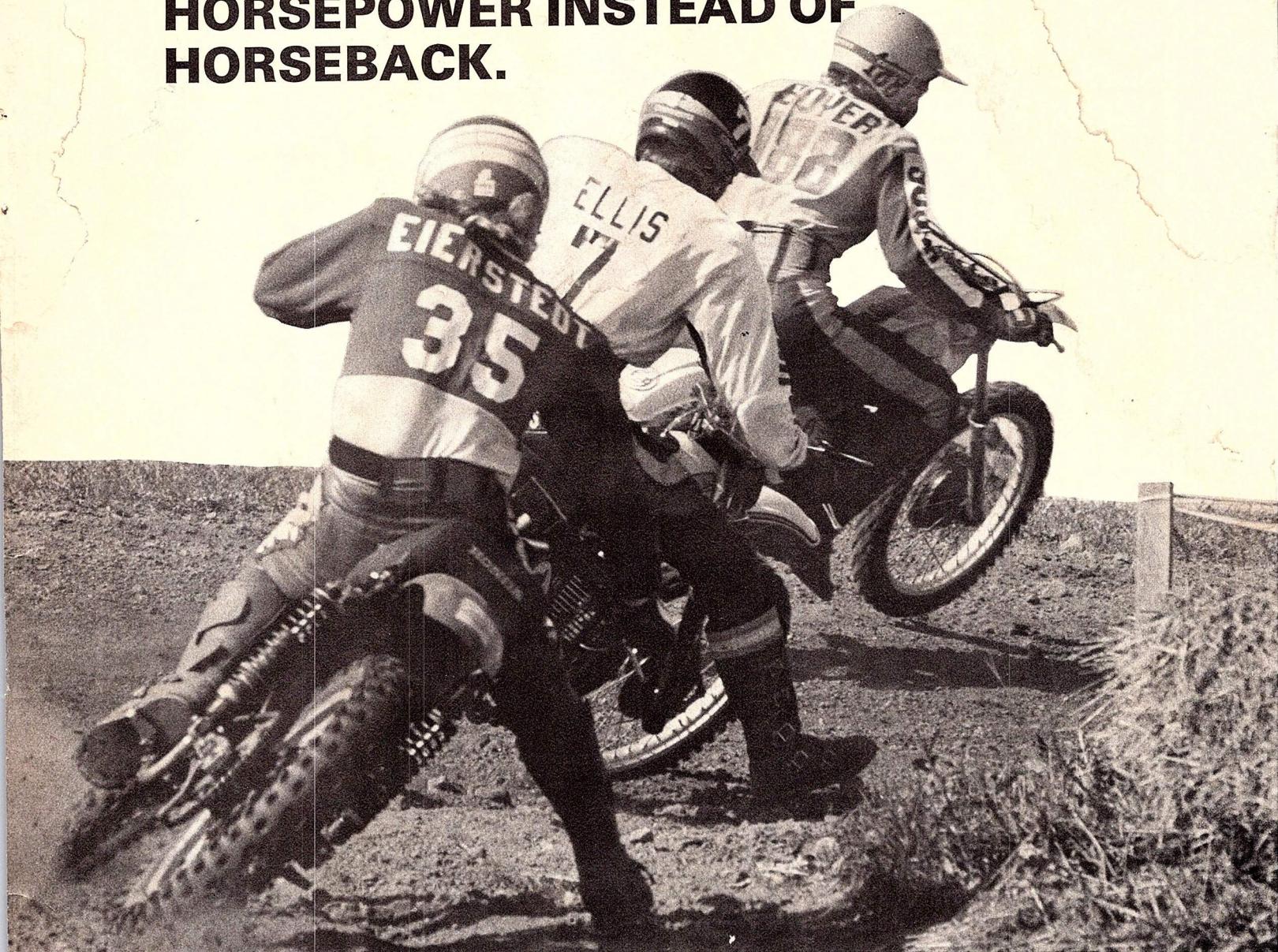


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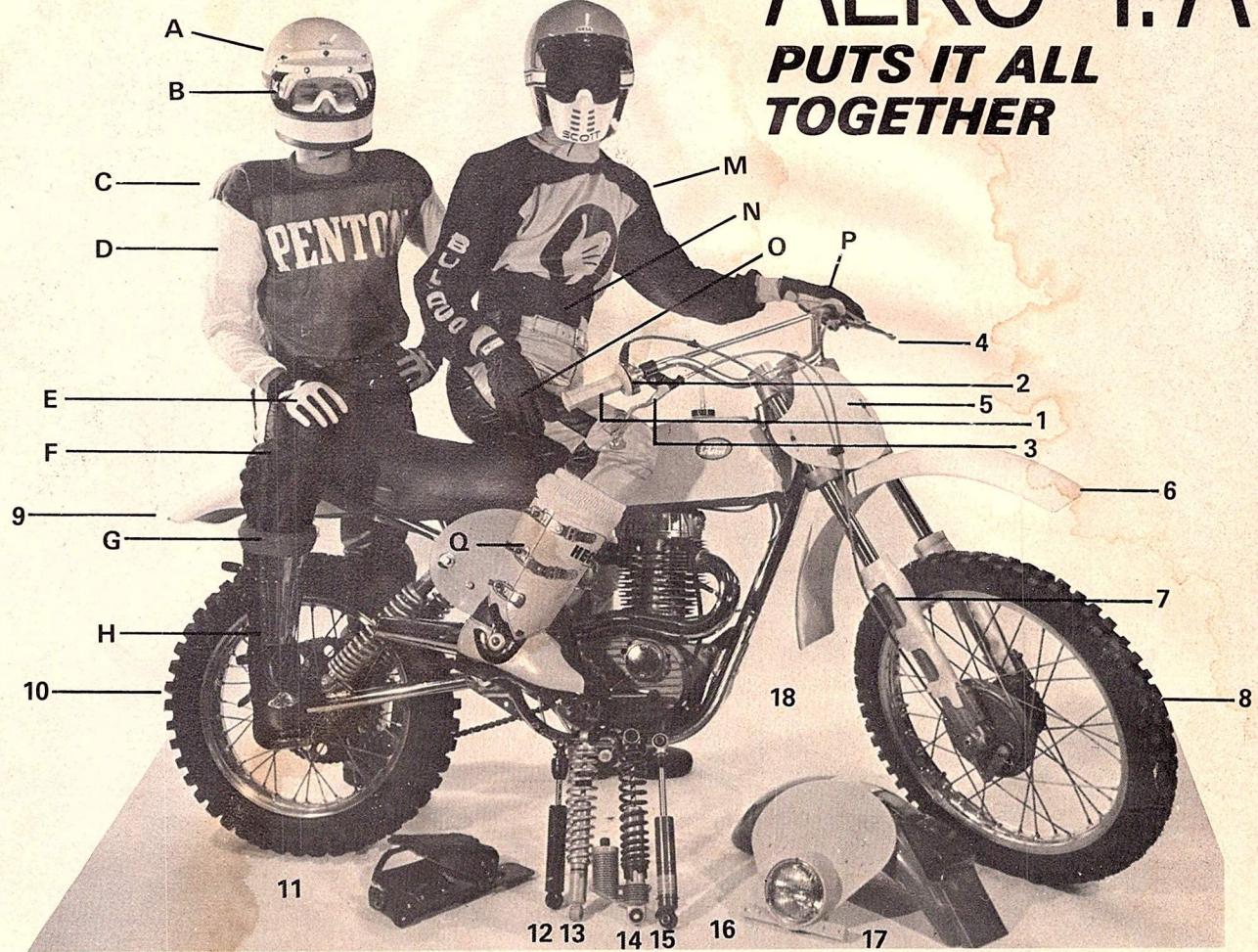


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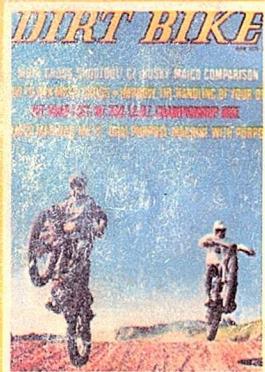
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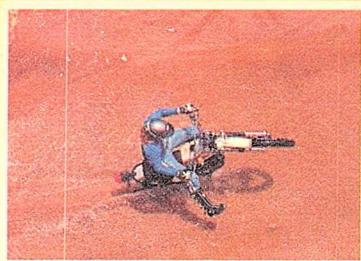
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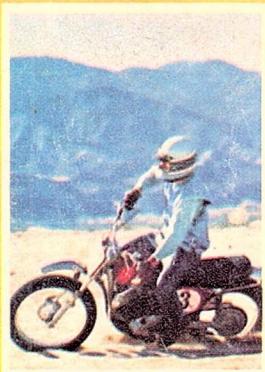


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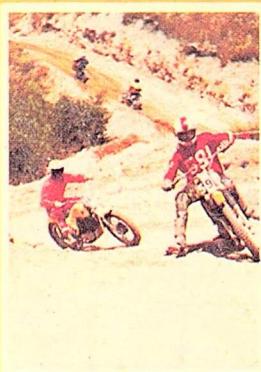


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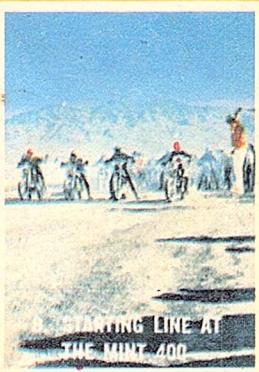


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